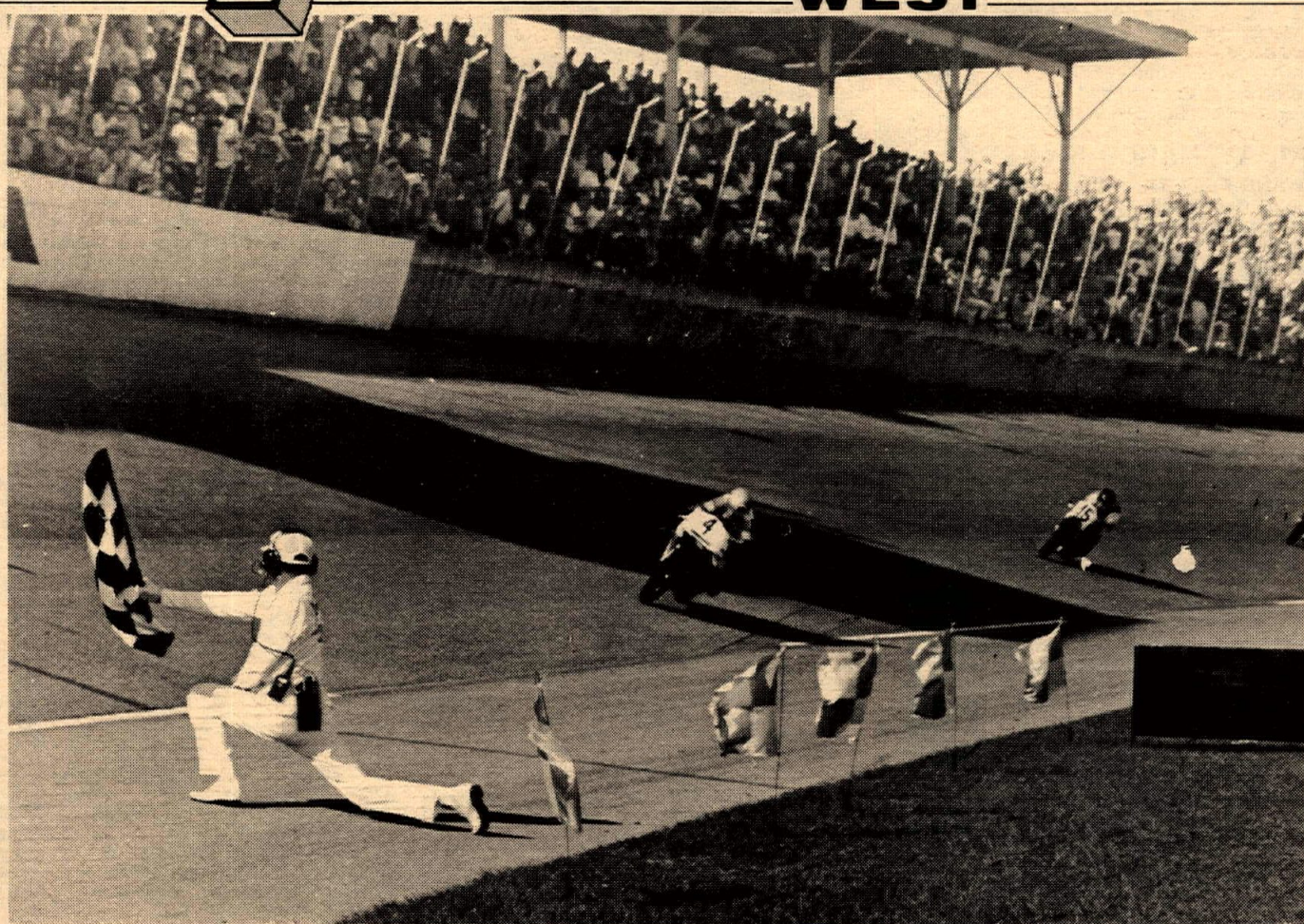


Cycle News

WEST



No, these are not pictures of last year's Daytona National, but they might seem so as Dick Mann (Top) took the checkered flag for the second consecutive year to become only the fourth man in history to win the classic in back-to-back seasons. Below, he shows his silverware in victory lane at the famed Floridian speedway. Photos by Don Woods.

INSIDE ACTION

DAYTONA!

By Chuck Clayton

DAYTONA, FLA., MARCH 14, 1971 — Watchword of the long-awaited 200 mile National Championship was "Get Smart." England's great short-course road racer Paul Smart had announced his intention of grabbing off the money, silverware and national points by qualifying his big, blue factory Triumph fastest at 105.8 mph. And it wasn't just horsepower that put him on the pole—the qualifying was done for the first time this year on the whole course, including the left and right turns, the horseshoe and the sweeper of the infield, not merely the flat-out wall of the giant oval as in the past.

But five other entries had qualified at over 105 along with Smart. They were Cal Rayborn, the Harley-Davidson hope, Mark Brelsford, also on H-D, Don Emde of San Diego and England's Mike Hailwood on the factory BSA's and (surprise?) Gary Fisher, brand new Expert from Pennsylvania who had spent 1970 following Rusty Bradley across the finish (Please turn to pg. 18)

Unheard 'Duro

By Ron Schneiders

Photos by Bobi Culp & John Bethea

SOGGY DRY LAKE, CAL., Mar. 14, 1971 — In Southern California the word was: "You can't require silencers on desert bikes because nobody would ride the event." Well, that's been blown into the weeds now because a brand new club, The Chapparel, hosted an enduro where silencers were required and in spite of very little advertisement and a very short entry period and no post entries they managed to draw a very respectable entry of about 280 riders. Many of the best were there too, including Dave Evans, Dave Ekins, Bob Steffan, Ed Wight and Ozzy Oswalt.

With somewhat fewer than the now-normal 500 riders and thanks to the required silencers, the starting area was much more pleasant than usual. (Next step would be to ban all

(Please turn to pg. 14)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY

MINI BIKE at Trojan Speedway.
Pract. noon to 2, racing and
qualifying at 2. All classes. Entry
\$3, admission \$1. Mini bike classes
(11) can be obtained from
Southern Cal. M/B Assoc.

EVERY SATURDAY

TT RACING at Elsinore Race
Track. Gates open at 3, races at
7:30. Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley,
Cal. 1st & 3rd Sunday — Motocross
— all classes 8 a.m. practice — 10
a.m. start — \$2.00 gate entry —
\$2.00 race entry with membership,
\$2.50 without membership. Info —
(714) 247-7473 (eves.)

A.M.R.A. MINI-BIKE RACES 1st AND 3rd SUNDAY OF EVERY MONTH

at Indian Dunes
Classes by age and horsepower.
\$2.50 entry fee to members, \$3.00
to non-members. Sign-up opens at
8:00 a.m., practice 9:00 a.m., 1st
race 10:00 a.m. — (805) 259-8000.

1st & 3rd SUNDAY OF EVERY MONTH.

Indian Dunes Park. 300 odd acres
of land. Big bikes and Minis on
separate course. Gen. Adm. \$2.00,
Entry Fee \$5.00. Open 7-days a
week.

TRACK FOR RENT

MX, TT, Rough Scrambles

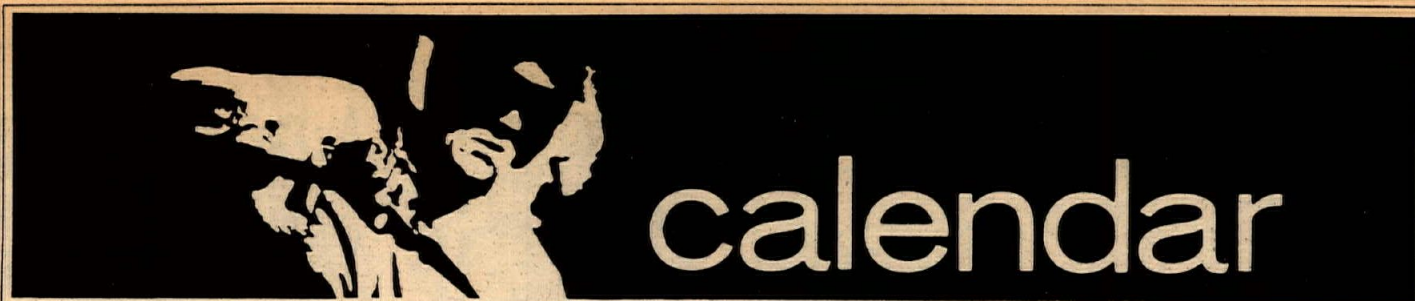
H-B Cycle Park & 395 Cycle Park.
\$150.00 Non-Refundable—30 days
in advance, incld. water truck. All
riders entry and gate fee to club.
HRA Ambulance, \$10 per hr. No
charge to rider. 13671 Suetter Ave.,
Westminster, Ca.

Sportsman Racing Association

"Formerly R.V. Enterprises"

European Scrambles
APRIL 18TH
north of Adelanto

see the oldest
come to
HANGTOWN 71



THURSDAY, MAR. 18

TV M/C SHOW on KHJ, Channel 9 in Los
Angeles. "World of Two Wheels". Film
includes TT Scrambles by Salinas Ramblers,
AMA speed runs at Bonneville, CMC
Motocross at Carlsbad and Hare & Hound by
Checkers M.C. Starts at 9:30 p.m.

FRIDAY, MARCH 19

TT AND FLAT TRACK at Trojan Speedway,
South Gate, Calif. 100, 125, and 250cc
classes. Gates open 6 p.m. 1st race at 7:30
p.m. Info: (213) 923-9132.

SATURDAY, MARCH 20

ACE MOTOCROSS, all Jr. Day at Indian
Dunes. Trophies \$5 entry. Signup at 6:30,
race at 9. Info: (805) 259-8000.

SAT. & SUN., MAR. 20-21

MOTOCROSS PRACTICE at Huntington
Beach Cycle Park, 7561 Talbert. \$1.50 per
rider per day. Open 10-4 both days.

Every
SAT & SUN

**mini
bike
park
ascot**

\$3. per bike Completely
Supervised

10-4 p.m. **Free Parking**

18300 S. Vermont, Gardena
freeway close at the Harbor & San Diego Fwys.

SUNDAY, MAR. 21

ICE RACING by Dusters of Colorado Springs
at Rainbow Falls Park between Woodland
Park and Deckers. Signup closes at 10:30,
race at 12:30. \$2 entry, SRAC points.
125/175/250/Open — 3rd wheel 125/Open.
No chains or studded tires. Info: (303)
633-9840, 473-3277.

MOTOCROSS by Feather River M.C. at
Marysville, Cal., under "E" St. Bridge, AMA
sanct. 3 No. plates required. \$2 to watch, \$4
to ride, late signups \$5. Signup & practice
7-10, race at 10:30. Trophies, prizes, Mini
Moto. Info: (916) 742-7785, 743-5282.

MOTOCROSS at Deadman's Point in Apple
Valley, Calif. All classes. Practice at 8, race at
10. \$2 gate entry, \$2 race entry for members,
\$2.50 non.

WENDOVER CROSS COUNTRY by
Stateline Hotel & Casino and Jim's Saloon &
Casino, 13 mi. W. of Wendover, Utah off Hwy
40. \$1200 guaranteed purse. 100 mi. team
race of one 9-125cc bike and two 0-Open. \$6
mail entry per rider closes Mar. 14. \$8 post.
Race at noon. Info: (801) 322-0061 or write
822 S. State, Salt Lake City, 84111 and ask
about Riders Package.

ACA MOTOCROSS & ROAD RACE at
Carlsbad Raceway. Mail \$6 entry for MX or
\$8 for RR (plus \$1 for each additional class
or machine) to 106 No. Claudina Suite 312,
Anaheim, Cal. 92805, closes 2 days before
races. \$10 post for MX, \$15 for RR. \$2.50
gate fee. Pits open at 8, race at 10:30. All
Jr/Inter/Ex. classes for MX, all Jr/Sr.
GP/Prod. classes for RR. Info: 714/774-3222.

CMC MOTOCROSS at Saddleback Park. \$5
mail entry closes 5 days before event. Mail
entries to CMC, Box 1402, Costa Mesa, Calif.
92626. \$10 post. Gates open at 7:30, signup
closes at 9, racing at 10.

**a
c
a**merican
cycle
association
presents

Short Track
March 21 — Ventura
Fairgrounds

Road Race
April 4 — Willow Springs
April 18 — Carlsbad Raceway
Motocross
April 18 — Carlsbad Raceway
April 25 — Saddleback Park

For further info. see calendar
or phone ACA office 10-6 M-F
(714) 774-3ACA

ACE MOTOCROSS at Indian Dunes. Trophies
to Jrs., \$1000 guaranteed purse to Srs. \$5
mail entry to ACE, Box 174, Newhall, Cal.
\$7.50 post. Signup 6:30, race at 9. Info:
(805) 259-8000.

PROFESSIONAL HILLCLIMB at Jolly Roger
Hill, Seattle, Wash. AMA sanct. 400' hill.
Signup closes at 12:30, climb begins at 1. East
of Interstate 5 at 216th So., Seattle. \$2.50
admission.

TT RACES by HRA at 395 Cycle Park on
Hwy 395 in Adelanto. Signup 9-10:30,
practice at 10. \$2.25 post entry only. HRA
membership required (\$1.50). New members
accepted race day but ride pie plate expert.
\$1.50 gate. Free overnight camping OK.

POKER RUN by Hi-Way Kings M.C. starts at
Long Beach H-D, 3654 Long Beach Blvd.,
Long Beach. \$2 donation (25 cents per entry
donated to SCMA Hathaway Home Children's
Benefit.) Start 8-10. Info: (213) 258-1023,
(714) 522-4752, (805) 259-0925.

MOTOCROSS at Oak Creek Ranch, 10 mi. W.
of Mojave on the Tehachapi Willow Springs
Rd. 1 mi. N. of Cameron Cyn. Rd. \$4 entry,
\$1.50 admission. Practice 7:30-9:30, race at
10. 100 Jr.-PP/125/250/Open — Jr/Sr. Cash
to Sr., trophies to Jr. Info: (213) 376-4573.

MOTOCROSS by Carson City Desert Hawks,
lined S. of Carson City, Nev., on 395 to
Steward Turnoff. AMA sanct. \$3 to ride, \$1
to watch. Signup 8-10:30, race at 11. No pit
racing. All Dist. 36 rules and classes. Info:
(702) 882-5400.

ACA TT & SHORT TRACK at Ventura
Fairgrounds by Saddleback Sport Bikes. \$300
purse. All Jr. & Sr. classes. Gates open at 9,
signup 9:30-noon, practice 11:30-1:30, race
at 2. \$4 entry, \$3.50 pitmen, \$2.50 general.
'71 ACA license required for riders and
pitmen. Wear whites. Info: (714) 774-3222 or
write ACA, 106 N. Claudina Suite 312,
Anaheim, Cal. 92805.

(Please turn to pg. 29)



ALL JR GRAND MOTO-X BAY MARE

100cc — Never raced
100cc — 5 races or less
100cc — Jr. Class

125cc — Never raced
125cc — 5 races or less
125cc — Jr. Class

SATURDAY | SUNDAY
MARCH 27TH | MARCH 28TH

250cc — Never raced
250cc — 5 races or less
250cc — Jr. Class

500cc — Never raced
500cc — 5 races or less
500cc — Jr. Class

LARGE TROPHIES & PRIZES

Torsten Hallman boots, gloves

Jofa mouth protectors

Champion helmets, 1 yr. Subscription to Cycle News, & many racing accessories.

Mail entry — \$5.00 Post entry — \$7.00
(No gate fee for riders)

General Admission — \$2.00
(Kids under 12 FREE)

● RACE 9:30 A.M.

● SIGN UP BEFORE 9:00

● PRACTICE 7:30-9:00

(Mail entries must be mailed by Thurs. Mar. 25th.)

BAY MARE RACING ASSOC. — PO Box 371, Somis, Calif. 93066
Information: 805-529-1872 or 213-883-8811

Ventura Fwy. to Thousand Oaks. Right on Fillmore Fwy. to Moorpark.
West on Hwy. 118 — 4 mi. to Balcom Cyn. Rd. then follow race signs to Bay Mare.

Writin' Around

By Chuck Clayton

EVEL'S RISKY SENSE OF HUMOR

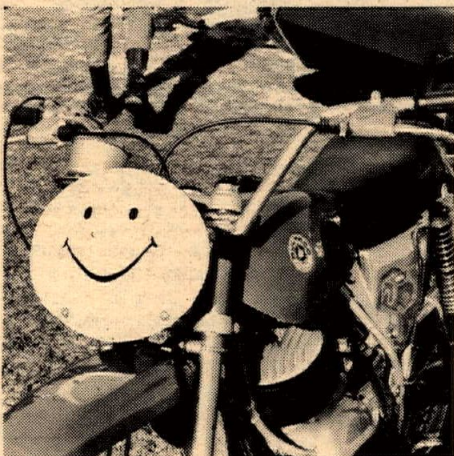
Evel Knievel made a personal appearance at the Harley-Davidson display in one of the two motorcycle shows going on in Daytona this week and gave another view of his unpredictable sense of humor. Evel's Mark I Skycycle was unveiled to reveal that it had been fitted with a cowboy saddle and riser handlebars. The daredevil had made a timely exit before the cover was removed revealing the joke to the huge, astonished crowd. Shortly thereafter, the Skycycle had to be hidden away. It had become a hazard to public safety, as showgoers climbed on top of displays to get a look at the Tumwater-fueled, steam jet powered motorcycle.

After greeting the H-D dealers at a social get-together, Knievel piloted his giant red Kenworth diesel rig to Chicago, where he will attempt to set an indoor jump record at a motorcycle show there on March 26th. So he will not be able to appear at our Swap-O-Rama in the Orange County Fairgrounds on that night. Dern!

on his cycle until the 5-million-dollar fight was over.

55,000 PAID CIRCULATION FOR CYCLE NEWS

With just over 30,000 paid circulation in the western edition, and 13,000 and 12,000 respectively in the East and Dixie paper, Cycle News now



reaches approximately 55,000 motorcycle enthusiasts throughout the nation. Multiply that by the three people that our surveys have shown read each copy bought, and you can see why a little item in Cycle News gets such a big reaction. It's a great responsibility to have 165,000 proofreaders out there. That is why we are so careful to get our facts straight and not print anything that isn't true. But occasionally we do goof. When that happens we appreciate hearing about it so we can set it straight. So keep those cards and letters coming, folks. Cycle News may be the only newspaper in the whole country that you can believe, when it comes to motorcycle matters.

LOTS OF EVENTS IN CALENDAR

As of last week, Cycle News West had 177 motorcycle events in its future calendar, not including AMA nationals or professional races. Does anybody know how many events our calendar listed all last year?

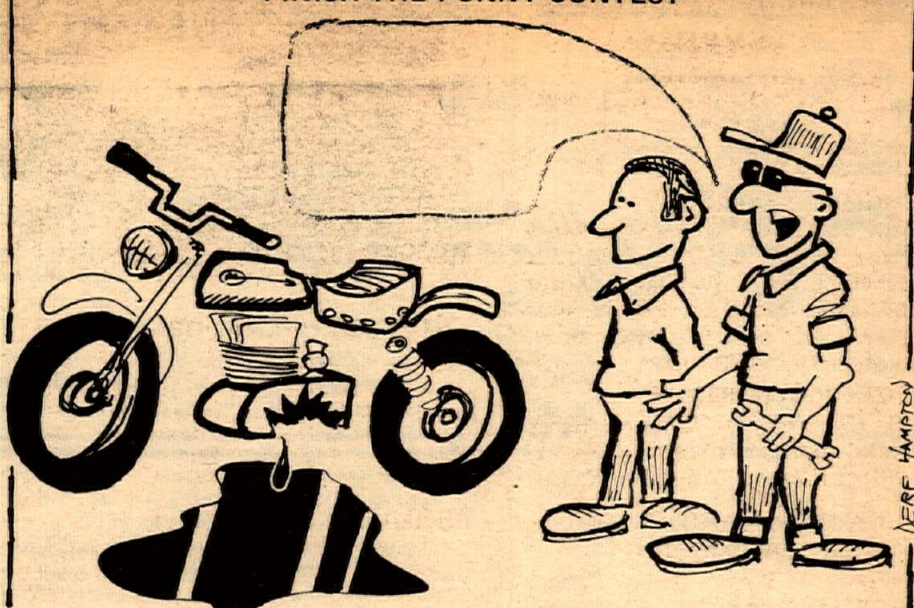
KEN REGAN—CAMERA 5



BOXING CHAMP IS A BIKER

I'll bet that heavyweight prizefight Champion of the World Joe Frazier is glad that his bout with Muhammad Ali is over, for now he can ride his 74 with the motor turned on. Frazier's managers only let him coast down the driveway

FINISH THE FUNNY CONTEST



Ya thought we weren't gonna run another Finish the Funny didn't ya? Well, we must admit that each time we've run this contest in the past we've made bets that nobody — NOBODY — could come up with a keen and funny entry. Each time, we've lost our \$5 bet to some witty winner with a phunny-graphic mind. But, this time we know we've got ya. This is such a dull cartoon, nothing anybody could say would improve it. And we got \$5 that says so. Send you attempt-to-improve-this-otherwise-dull-cartoon to FINISH THE FUNNY, c/o Cycle News, P.O. Box 498, Long Beach, Calif. 90801 before midnight, March 21. If it's funny (which we know it won't be) it will go up against all the other funny ones (which will number 0) and the best will get the cash. Big deal!

Swap-O-Rama Expected To Draw Capacity Crowd

COSTA MESA, CALIF. — Final preparations are underway for next week's Cycle News CYCLE SWAP-O-RAMA at the Orange County Fairgrounds in Costa Mesa. The event, first of its kind ever held in the United States, is expected to draw buyers and sellers from as far away as Central California. Co-promoter Larry Huffman said he has been "swamped with phone calls from sellers wanting to rent spaces." Sellers' spaces will be sold on a first-come, first-served basis beginning at noon, Friday, March 26th. Set-up will be from noon to 5 p.m. and the doors to the giant New Products Pavilion Building will be opened to the public from 5 PM to midnight. A 7-hour live remote broadcast on KFOX Radio will be heard during the entire Swap-O-Rama.

Slated for one night only, the Cycle News Swap-O-Rama has been called the largest motorcycle and mini-bike bazaar and auction ever held. In addition, thousands of dollars worth of leftover dealer accessories and parts will be offered in special dealers' booths. The owners of Long Beach Honda reserved a dealer space in advance with the intent of bringing in several truckloads of used motorcycles of all makes and models they've had stored in a warehouse. Mechanic's liens, basket cases, used bikes of all types will be sold on a "best cash offer" basis. It's an opportunity to save many dollars on that used bike you've been looking for.

Mark the date down: Friday, March 26th from 5 p.m. to midnight at the Orange County Fairgrounds. Admission: \$3 for sellers, \$1 for buyers, 50 cents for kids under 12. Sorry, no advance reservations for swappers — booths go on sale at noon Friday. Dealers: to reserve a booth, call Larry Huffman at 714-637-1835.



WORLD OF TWO WHEELS

It's a mixture of skill and courage—a special kind of world, a Special kind of program, where sound and fury, pure joy and excitement create an experience to share. See the four challenging events that "turn on" the amateur motorcyclist, the action-hungry thrill seeker!

THURSDAY: MARCH 18TH / 9:30 PM / KHJ-TV



Cycle news

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"



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PIPE LINE

I am writing to you concerning your article on expansion chambers in your Feb. 23, 1971 issue. What I would like to know is what is the difference between the Yamaha MX pipe and the Yamaha GYT kit pipe. The reason is that I won a Yamaha 125 MX and I would like to know if I have the MX pipe or the GYT Kit pipe. My bike came from the factory as the MX model. I read your article and was very impressed on how you set it up. What I want to know is what would be the best pipe for my bike, keeping in mind that I want a torque pipe for a little more needed low end. Also how do I go about ordering one?

Thank you very much for any info I may receive.

MIKE DeWITT
Richland, Wash.

The difference between the Yamaha MX and GYT Kit pipes are fairly substantial. The GYT Kit pipe was Yamaha's first entry into the performance type accessories and the GYT Kit pipe is not all that successful. In a nutshell, it's too much "pipy" for normal riding. The power band is narrow and much too high in the rpm curve. The MX pipe is the pipe that came standard on the Yamaha MX models that were introduced a couple years ago. It has a much improved power band. It is physically bigger than the GYT Kit pipe and had a larger diameter stinger...Ed.

NEVER TOO YOUNG

On Sunday, March 7th, Indian Dunes held their first "Old Timer's Race" which I felt was a great success. There will be another "Old Timer's Race" on March 21st. Therefore, all men 40 or plus who are interested in racing and belonging to the "Old Timer's Club", please be at Indian Dunes to sign up to race or join the club.

Those men who are 37, 38, or 39 and have never raced are also invited. I am sure we can have a good active club, which can be classed as juniors and seniors, 0 to 200cc, 250 to Open or whatever the group would like. I want to race, but with someone close to my age. The youngsters (bless their hearts) are too quick for Grandpa. We can't help it if we were born 30 years too soon, so why should we be deprived of the great fun of motocrossing. See you old timers March 21st at Indian Dunes.

At this time I would like to praise Indian Dunes for having what I feel is the best motocross course in southern California. Also they treat riders wonderful and with respect. They maintain the course the best I have seen anywhere.

ED POOR
Newbury Park, Cal.

M.O.R.E. MIC ADVISOR

Just received a copy of the last issue of Cycle News and discovered the name of my new job: "Field Service Regional Director to represent the M.I.C. at legislative meetings and hearings in the West". If you, or your readers, may have heard the rumor that I have left MORE for the M.I.C., don't you believe it!

The M.I.C. (God Bless 'em!) is profoundly aware of the day-by-day, nitty-gritty pressures being faced by motorcyclists at all levels of government. They are also aware that both a 'riders point-of-view' and an 'industry position' are needed at all levels of government to effectively combat the legislative and land-use problems which we are facing.

Most of the members of MORE are aware that MORE funds have never been used to pay any form of wages for administrative or lobbying services. I have relied upon other employment to 'make a living' and this has often detracted from my ability to fulfill my desires and commitments in behalf of motorcycling. Whatever fancy title the M.I.C. hangs on my new job, it is that of a consultant and representative on legislative and land-use matters. The

'consultant fees' which I will be paid by the M.I.C. have allowed me to terminate my other job with the USAF and I am now available on a full-time, gung-ho basis to pursue the means of resolving the problems facing both MORE and the M.I.C.

So, now you can see that my "involvement with the M.I.C." really enhances, rather than detracts from, my ability to support the members of MORE. In my opinion, this action on the part of the M.I.C. is legitimate proof to motorcyclists and dealers alike that the M.I.C. intends to live up to its inherent obligations. I hope that others will join me in an expression of appreciation to the M.I.C. for this giant step forward.

In case that any of your readers are wondering which decision that I would make in the (highly unlikely) event of a showdown, let them take a clue from the way that I sign my correspondence.

Forever MORE,
RUSS SANFORD
P.O. Box 26062
Sacramento, CA 95826

VOICES OF THE WEST

ENCOURAGEMENT

Re your comment "...Cycle News attempts to be a great newspaper..." I commend you on your attempt. However, may I remind you that a failure is not one who tries and fails, but one who never tries. Work with it! I'm sure that someday, maybe Cycle News will be great.

L. SHIPMAN
(no address)

MUTUAL GOOD WISHES

Luck and a quick recovery to your photographer injured March 7 at Elsinore's Grand Prix.

JOSEPH J. SWINDELL
Snivelers M.C.
Thanks, and the same to your rider, too!...Ed.

ELSINORE FANS - HELP!!

In Sunday's race at Elsinore, on approximately the second lap, one of the racers left the course, ran through the ribbon barricade, over a hay bale and right into the crowd. My wife was one of about three that he hit. She was knocked down and badly injured, with her leg broken in two place and two ribs broken, among other things. The squirrel didn't pause to see if he had hurt anyone, to render assistance or even say, "I'm sorry." A cop on duty there saw the whole thing and has no idea who it was. The insurance company may not pay the hospital bill unless we can identify him. Please help. The incident occurred where the course crosses Railroad Ave., right where there was a jump, and very near to a little grocery store. My wife was wearing a red Cycle News tee shirt, and was standing on the inside of the course, near a tree.

RON SCHNEIDERS
Cycle News
213/427-7433

ELSINORE OUTCOME

As secretary of the Gripsters M.C., it is my privilege to thank everyone who helped us. In particular, we would like to thank the Dinwiddie M.C. and William Rigg of Hawthorne.

The Dinwiddie M.C., a non-sanctioned club, hauled truckload after truckload of trash to the impound area Sunday after the race was over. Whenever someone helps after an event like this it is greatly appreciated.

William Rigg, who was racing one day, spent from Thursday to Monday helping the Gripsters in anyway he could. He did everything from helping set out stands Thursday to cleaning up

trash Sunday.

Many other people helped cleanup the trash after the race. It is people like these who help to improve the image of motorcycling. The people who helped clean up almost (but not quite) helps us forget the people who threw bottles into beach fires and burned stands. Can you really ever excuse or forget destruction like that after so much time and work was put into the race before, during, and after. We would hate to lose the privilege of holding our race due to someone else's selfishness and laziness.

Thanks again,
MIKE BOYLE
Sec., Gripsters M.C.

CONTRIBUTOR SUPPORT

Having noticed in the March 2nd issue of Cycle News Kim Kimball's plea for support of the American Motocross Team I have a suggestion. I am a frequent Cycle News contributor and I have requested that my contribution checks be made out to the A.M.X.T. This way I help the team and don't feel the pinch in the pocketbook.

Come on now all you Cycle News contributors; what you don't get you'll never miss. In the March 2nd issue there was at least \$250.00 paid in contributions. This would be about one thousand big dollars each month for the American Motocross Team!

Also, you guys that have never submitted anything to Cycle News, get with it. We'll never hear of your race track or club events if somebody doesn't write them up.

LARRY ULRICH
Bend, Ore.

TROPHY GONE

The San Gabriel Valley Motorcycle Club is soliciting the help of your readers in locating the trailbike perpetual trophy for the Barstow to Vegas race. The trophy was won by Terry Clark in 1969, who turned it over to his sponsor, Roehr Brothers in Burbank. About September of 1970, Roehr Brothers were taken over by Credit Managers Association of Southern California. All three parties have been contacted, and each claims no knowledge of the whereabouts of the trophy. Anyone with information concerning the trophy is request to contact the club at 1818 N. Roosevelt, Altadena, or call (213) 794-6137.

BOB MITCHELL
Sec. S.G.V.M.C.

DROP A LINE

Jim Ashworth, who's now in Vietnam, would appreciate hearing from his friends - especially speedway people - since the time goes slowly in Dragon Valley, where he's stationed in a remote artillery outpost accessible only by helicopter. His address is:

PFC James Ashworth
547-64-0222
C Btry. 1st BN, 14 Arty
APO San Francisco 96374

He's asked me to tell all the members of the speedway association hello, and to say that he'll be back next year ready to go. I know any letters would be a pleasure for him to receive, so if you've got a minute, drop him a line.

CARL ASHWORTH
Los Angeles, Calif.

PICK UP A SILENCER

After the many articles that have appeared recently in this and the other weekly newspaper, in regards to pollution to the environment in the form of noise, has made us of Simi Valley M.C. very aware and concerned.

We are convinced that most people

don't hate motorcycles but they do hate the noise, that seems to be associated with them.

To quote Bob Bailey's motto: "Less Sound, More Ground". Analyze it, it makes a whole lot of sense.

In order to do our share to help end this form of pollution, our club has resolved to this: Each member in our club will be required to run a silencer, even the four strokes. Our treasury will pay 1/2 the cost of each silencer.

We would like to encourage the other clubs in California to follow suit. Please help save our riding areas.

SIMI VALLEY M.C.
"Less Sound, More Ground" phrase was coined by the Off-Road Vehicle Institute (ORVI) of San Diego, Calif...Ed.

Corona Cycle Park Hits Snag

By Elaine Jones

Felice and Laura Lipari have already run into problems with her proposed Cycle Park adjacent to their Corona Raceway in Corona, Calif. A group of property owners near the race track, including Loma Linda University, have filed an appeal through a Riverside, Calif. law firm.

The appeal was to a Planning Commission decision two weeks ago to allow a 90-day use permit for motorcycle trails.

In granting the permit the Commissioners said they felt it would allow time to see if motorcycle trails in that area would work out. Supporting the proposal were several dozen motorcycle and minibike enthusiasts.

Planning Director Jim White said the appeal will go to the City Council next week for consideration.

At that time the Council can either uphold the Commission or set a public hearing on the appeal. A public hearing would probably be held March 23. If the Council approved the temporary permit at that time, the trail park could be opened immediately.

In the meantime, the owners said they were unable to do anything about developing the park.

The Commission has required them to fence the 250-acre cycle area, but this work has not yet been done although the fencing has been purchased.

Property owners who joined in the appeal are Mark Page, Salvatori Briganti, Mr. & Mrs. James Dugan Jr., Mr. & Mrs. Duane Munger, Mr. & Mrs. Paul Reed, and Fred Harber.

Only two of the residents complaining are remotely close to the property line and one of these is being converted into a beer and pizza parlo. The other residents are anywhere from a half mile to a mile or more distant.

"WHERE THE LEGAL DIRT IS"

Kawasaki Motorcycle Dealers in the Southern California area are now offering enthusiasts trail maps that indicate "Where The Legal Dirt is."

These maps are reproduced from the U.S. geological survey maps and have been shaded to show areas of public domain open to motorcycle riding.

The maps are of seven different areas: Apple Valley, Ord Mountains, Rodman Mountains, Lake Arrowhead, Lucerne Valley, Old Woman Springs, and Emerson Lake. Each map covers an area of 240 sq. miles.

Part of the purpose of these maps is the encouragement of general consideration toward people and property by concerned motorcycle enthusiasts.

The maps are free and available from any of thirty Kawasaki Dealers in Los Angeles, Orange, Riverside, and San Bernardino Counties.

m.o.r.e. from the capitol

By Russ Sanford

It has been a busy couple of weeks. Most of the first week of February was spent with the Dept. of Parks and Recreation finalizing a proposed Bill which will provide for registration and identification of off-road vehicles with registration fees going to a fund for acquisition, development, and maintenance of off-road vehicle areas, such as our proposed use of Camp Irwin. This Bill is shaping-up quite well and should be introduced before the legislature this week. Full details will be given soon.

I met with a large group of motorcyclists from the San Jose and Sunnyvale areas on Thursday, the 4th, thanks to Al Hayes and the Lockheed Employees' Recreation Assn., which sponsors a motorcycle club. On Friday, the wife and I packed-up and set off for Elsinore, where we witnessed what has to be one of the finest races anywhere. While there we met fellow-contributor Maureen Lee and her husband Gene, and a host of other people connected with motorcycling. Naturally, the Cycle News staff was there, including poor Ellen (Mrs. Ron) Schneiders who was unfortunately injured by a bike which drilled through the hay-bales. It would be a well-deserved gesture to send her a get-well card in care of Cycle News.

On Monday, we spent the early part of the day checking on "progress" in Riverside County, and then met with the Jackrabbits M.C. on Monday night. Tuesday morning found a group of seven motorcyclists at the Long Beach City Hall to oppose the proposed ordinance which will prohibit motorcycles, mini-bikes, Jeeps, dune-buggies, and other off-road vehicles from operating anywhere within the Long Beach City Limits unless the area is so designated. There are 27,759 motorcyclists in Long Beach, however, there were only two other persons present besides Chuck and

Sharon Clayton, Tom Culp, and Doris and myself. Is it any wonder that we are losing our riding privileges when people would rather sit home and complain than appear and defend their interests?

This ordinance is scheduled for a final hearing at 9:00 a.m. on Tuesday, March 16th. We hope to be allowed an opportunity to propose a moratorium on the ordinance for purposes of conducting an experiment. It is intended to obtain an approved riding area for a 30-day period and prove that with readily available facilities for mini-bikes and small motorcycles, that there will be a significant decrease in local complaints, primarily about noise.

Things are going fairly well at the Capitol:

—Senator Grunsky's SB26 which required motorcycle headlights to be on during operation has gone to 'interim study' which is a nice way of saying that it will not be heard again this year.

—Senator Petris' SB30 which requires all motor vehicles to be equipped with at least four flares has now been amended to exclude motorcycles.

—Three separate Bills (AB89, AB236, SB223) have been introduced requiring the DMV to be notified of the actual mileage appearing on the odometer of all motor vehicles at the time of sale. The wording is such that enactment will require all motor vehicles to be equipped with odometers. We have been successful in obtaining amendments to these Bills which will exclude motorcycles.

—Senator Beilenson has introduced SB272 which proposes to reidentify units of the State Park System. Among other things, it would remove recreational vehicles from State Recreational Areas (such as Point Mugu was intended to be) and establishes a new category of State Recreational Vehicle Areas. On the surface, this sounds acceptable. BUT, there are funds presently available for Recreational

Areas. There are no funds available for Recreational Vehicle Areas, and to obtain funds it would be necessary to 'float a bond issue' at the time of a statewide election. Even if the public could be convinced to vote for such a proposal, it would be at least two years before work could even begin. My suggestion is that you write or contact your own Assemblyman or Senator and express your views, hopefully that you disapprove of SB272. With enough letters, we can lick this one. If possible, send me a copy of your letter so that I can determine how much pressure is building on this issue.

Please address comments or inquiries to M.O.R.E., P.O. Box 26062, Sacramento, CA 95826.

DEVONSHIRE DOWNS CANCELLED

Invoking the "negative reaction" clause in their contract with Great Bear Enterprises, San Fernando University cancelled its contract for motorcycle racing at Devonshire Downs.

Racing was scheduled for every Saturday night in May.

Whether or not Great Bear will contest the action in court has not been decided.

A spokesman for the Enterprises commented "I don't know what it is, but every time someone mentions motorcycle racing in the Valley, people just fall out of trees."

Utah Gets Recreation Law

By Terry Newframer

SALT LAKE CITY — Utah's Recreation Vehicle Bill has been passed by the State Legislature — here is what off-road motorcyclists can expect from it:

The Board of Parks and Recreation will appoint the advisory council provided for in the law, probably at its April meeting, according to Harold Tippetts, board director. The council is supposed to provide representation for organized groups of enthusiasts of all the types of off-road machines covered by the law, including bikes, snowmobiles, ATVs, jeeps, buggies and someday hovercraft. "Nominations are now being sought for membership on this committee," Mr. Tippetts said.

The Board of Parks and Recreation will then draft regulations, based on the recommendations of the advisory committee, he said. These will include safety requirements, noise standards, such decisions as how to display

registration numbers, and ultimately answers to the key question of what state lands will be closed to vehicle use.

How total the land use picture will be, will depend on the extent of cooperation with the board by federal bureaus, because Utah is largely federal land.

Then, in early 1972, the registration of off-road vehicles will begin. You have your choice of registering your machine as a motor vehicle, or as a recreation vehicle, if it is street legal. The cost of either registration will be about the same, because you must pay property tax in either case.

Mr. Tippetts explained that he envisions establishing "classes" of areas for bike use, to allow no-muffler operation on the desert, while requiring mufflers in the mountains.

Cyclists mostly agree that the law is reasonable, but the ultimate effect on the rider is yet to be decided, in the form of the all-important regulations yet to be formulated.

NOISE, HELMET LAWS DIE

A bill which would have set the maximum noise level for motor vehicles at 88 db did not become law, because it never came to a vote in either house of the legislature. A bill to extend the helmet law to all highway situations, rather than just 35-mile-per-hour and above zones, met a similar end.

DESERT MAPS

A general map of the Southern California desert areas which are open to the public is currently being sold for 50 cents at many local motorcycle dealerships. The map is being produced by WM Associates and is sold without advertising support, which reflects in the cost. However, for a basic head start toward finding out where you may ride, it will be of assistance.

WHOA no catch 'em Penton riders always get 'um Gold

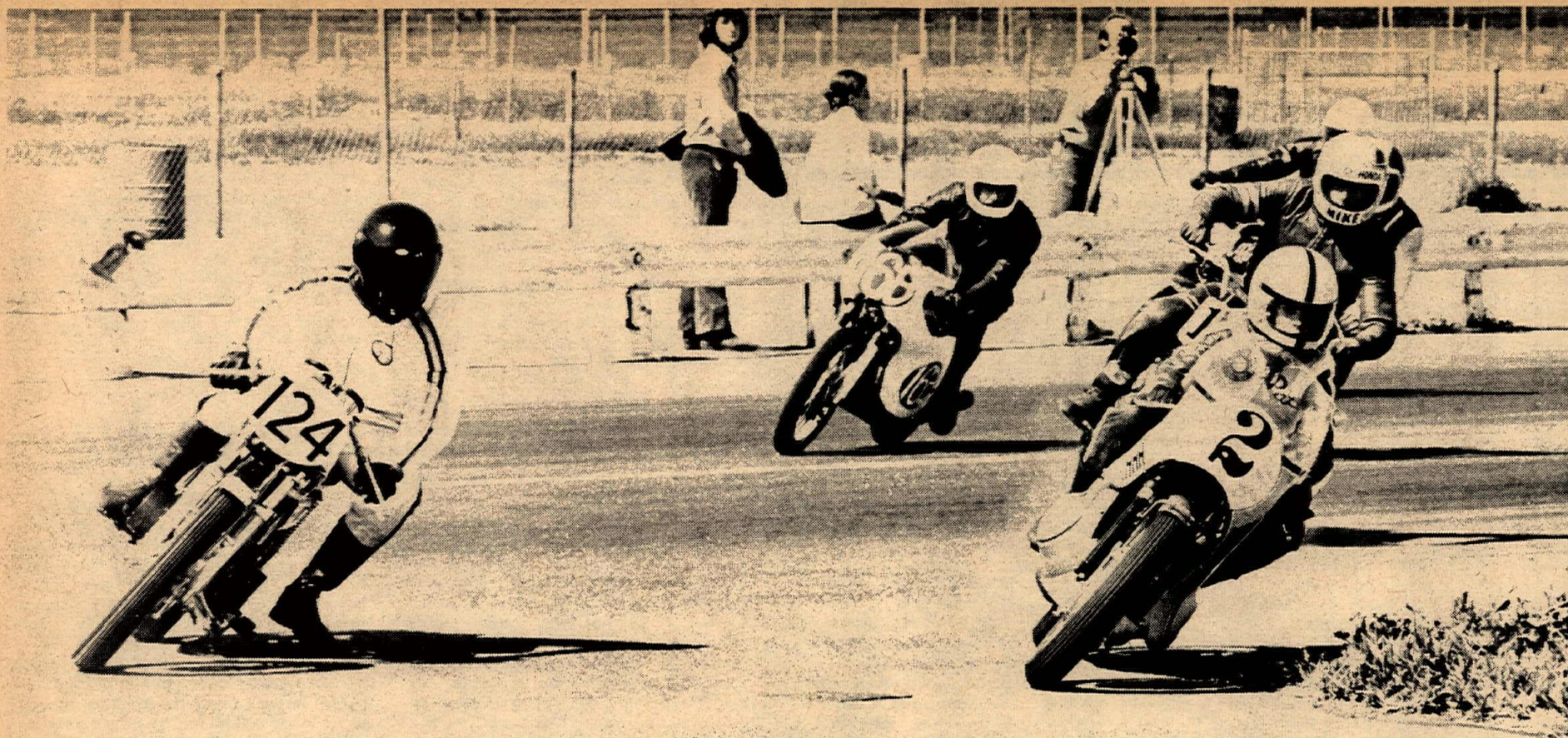


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Pat Evans (2) shows how to take tight turns effortlessly while Mike Wozniak (124) goes wide.

About Those That Stayed Behind

By Dennis Greene
ORANGE COUNTY, CAL., March 14, 1971 — When the A.F.M. put on a road race last year at this time people thought they were out of their skulls competing with the Daytona 200 mile classic, but this year as last, those left behind put on an outstanding race program.

Racers and fans turned out, not in record crowds, but more than enough to put on a good race program.

In the pits, car radios were turned to a local station out of Ontario that was

carrying the 200 mile race from Daytona. After each local race the first question asked was not "where did I finish," but, who is leading now?

After several heat races in the morning the schedule called for a lunch break and it was at this time that the raceway could have been called the world's biggest stereo set. All radios were tuned to the Daytona race and the sound they put out was out of sight.

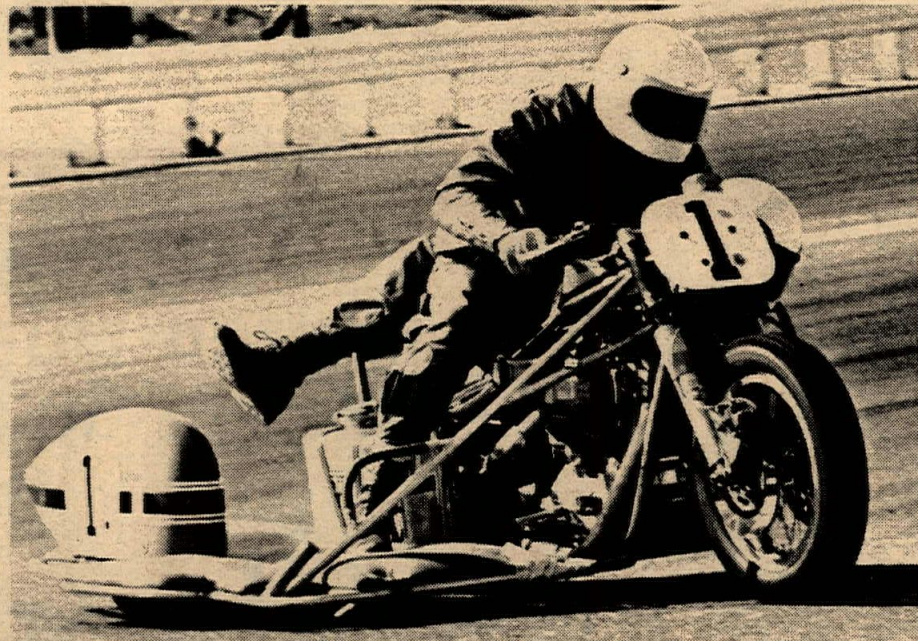
Pat Evans was great all day too as he ran away with all the gold in three different events: the 200cc G.P., 250cc

G.P. and 350cc G.P.

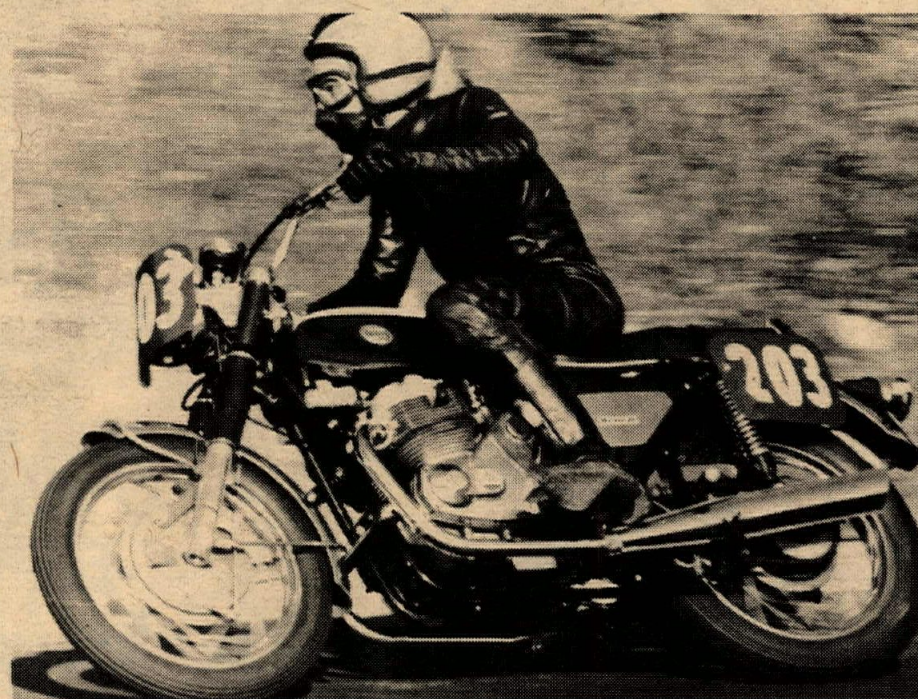
The advantage of staying home and racing this weekend was quite evident, as you look at the list of new names in the winner's circle. The absence of the super stars gave an excellent

opportunity for them to earn their all important points in this the first A.F.M. road race of '71 staged in southern California.

(Results on page 30)

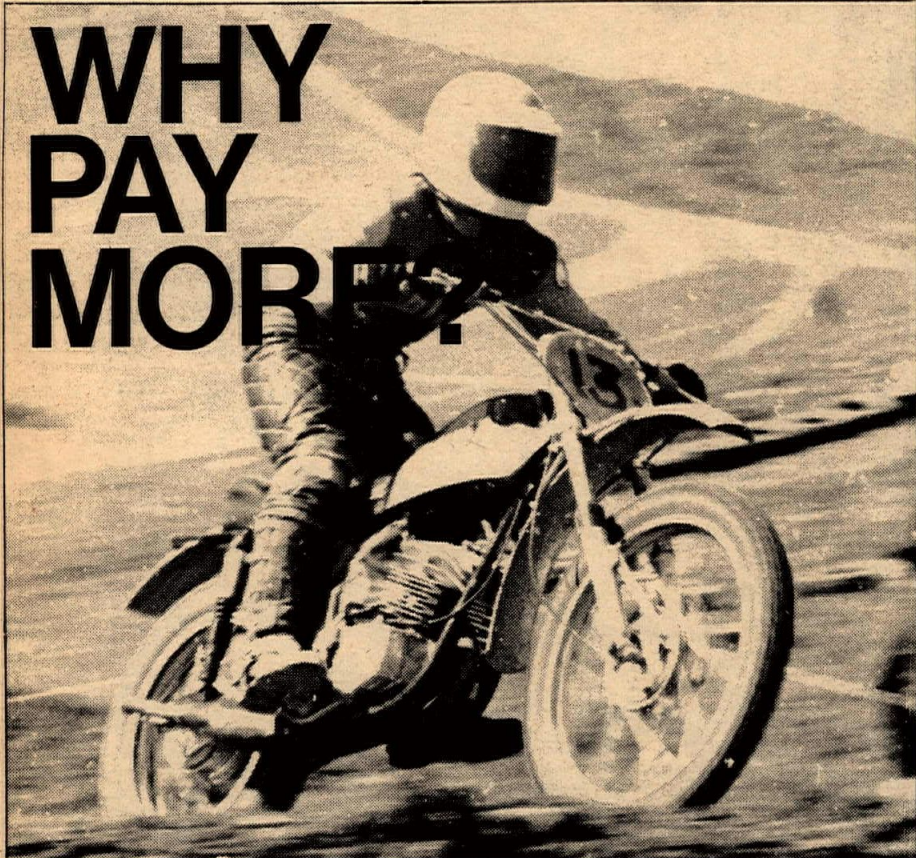


Guys on Hacks do some strange things to keep upright.



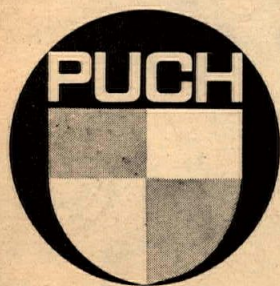
FIRST RACE, FIRST WIN FOR 650 BENELLI TORNADO — Encouraged by the first race and first win of the 650 Benelli, Cosmopolitan Motors, the Benelli importer of Hatboro, Pa. has kicked off a racing program for the new Tornado. Late last fall, young American John Clark, sponsored by C. "Mack" McConney of Everett, Mass., paced a "box stock" 650 Benelli to a first place in the Junior Production Class road race at St. Jovite, Quebec, Canada. This is the first time the 650 has ever been raced. The photo shows pilot Clark at speed on the Tornado. Cosmopolitan Motors has since begun research and development work on the 650 engine and on frames for future AMA Professional racing.

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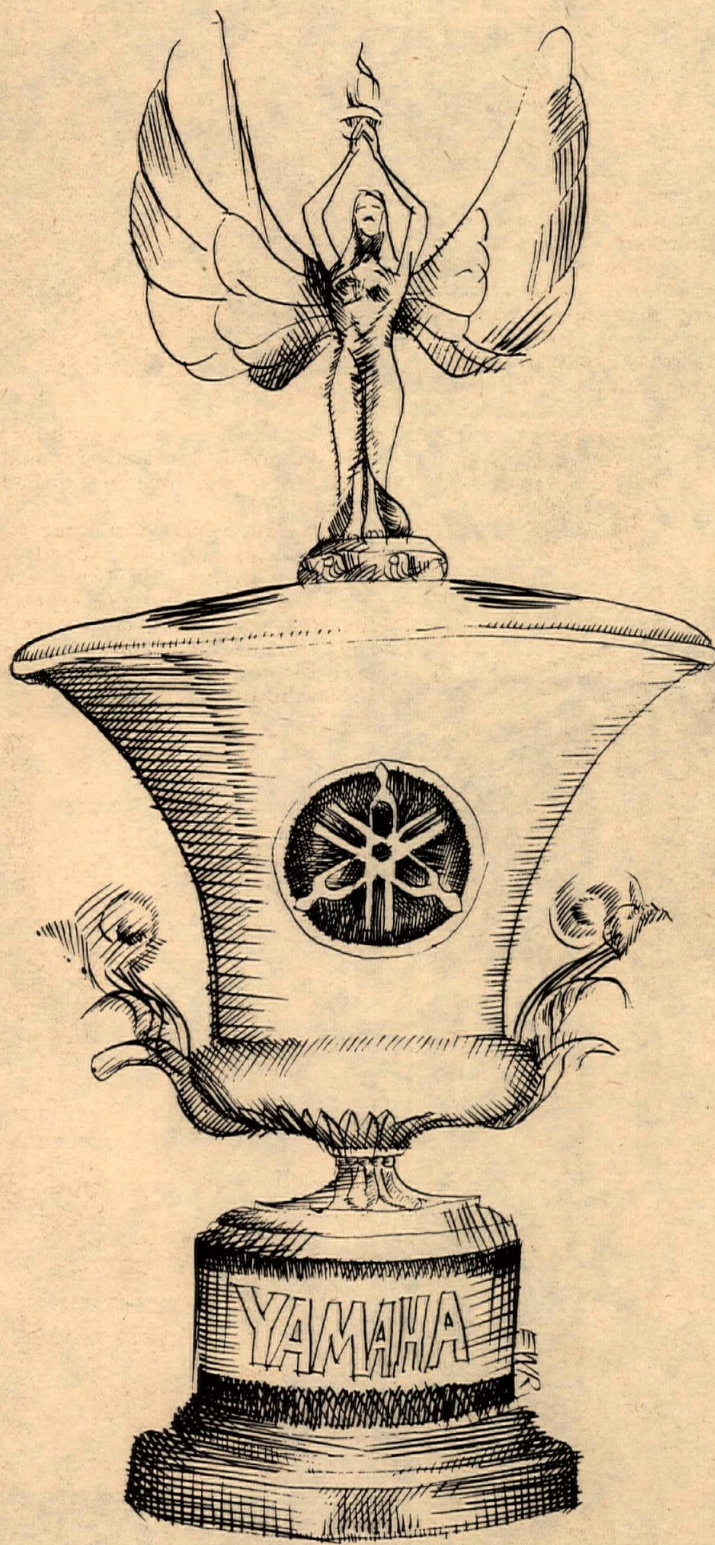


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Jacksonville Indoor — March 9, 1971
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Third — Jim Odom — Yamaha 250
Kenny Roberts winner of both Main Event and Trophy Dash

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Robertson Maintains Steens' Series Lead

By John Shedd
CARLSBAD, CAL., March 14, 1971 — When the fifth race in the Steen's Series came to an end, Jeff Robertson still held his slim one point lead over Jim McDonald. Robertson, a 500cc junior, has won five straight races, and McDonald, who rides a Kawasaki in the 100cc junior class, has four wins and a second. Behind these two are another half dozen riders who would be fighting it out for the series win if Jeff or Jim dropped a couple of points in the sixth and final meeting.

Jeff has been riding a CZ throughout the series but in the final race at Osteen's Park, he will change to Suzuki. Paul Harber of Las Vegas, Nev., did this in the first CMC series. He was tied going into the final race with Gary Bailey, and on the new machine he was out of form and blew it.

Almost 350 riders turned out for the CMC motocross at Carlsbad. It was a bit windy but the track was in great shape. It was the second meeting at Carlsbad in a row with the course run in the opposite direction. All the riders thought it was great so it looks like it will be run in that direction for a while.

Due to another race with a large purse there was only a handful of expert riders. Two of these were Pat deBenedetti and Bill Urban who drove all the way from San Diego to Indian Dunes, took a look at the layout that was paying big money and decided it was a loser so they drove back to Carlsbad.

deBenedetti was the only 500 Expert on hand so he ran with the 250 Experts.



"CRUNCH"

Photo by Diebold

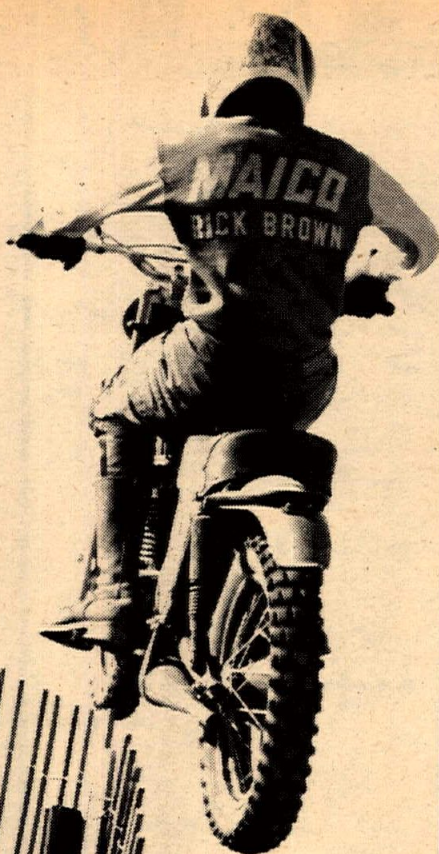
He won all three motos without much trouble, and it appeared it would have been just as easy for him if he had been riding a 250.

The 250 Expert win went to Dieg Gualda who had two seconds and a third behind Pat. Bill Urban knocked Gualda from the first 250 spot in the first leg, but Gualda and Dave Smith kept Urban behind them in the last two motos. Smith earned second spot and Urban third.

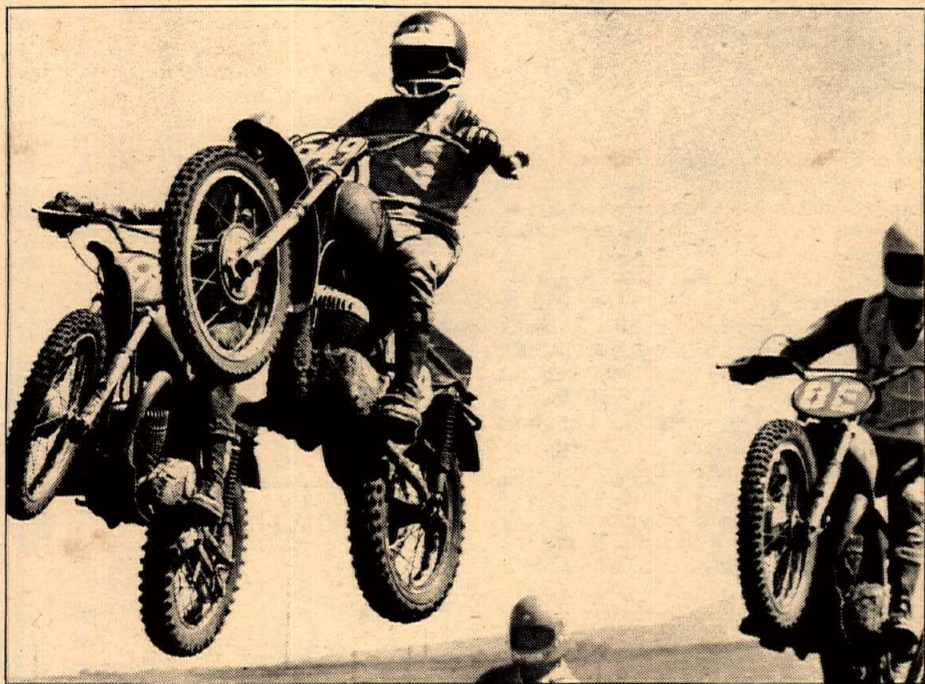
Perhaps the most important race of the day was the 500 Junior. Jeff Robertson must have felt this way any how because he rode like the wind to win all three legs and maintain his series lead. L. Hench took second, and C. Bean was third.

Next week the CMC will be at Saddleback Park and the following week will be the series wrap-up at Osteen's Park.

(Results on page 30)



High and Mighty Rick Brown.



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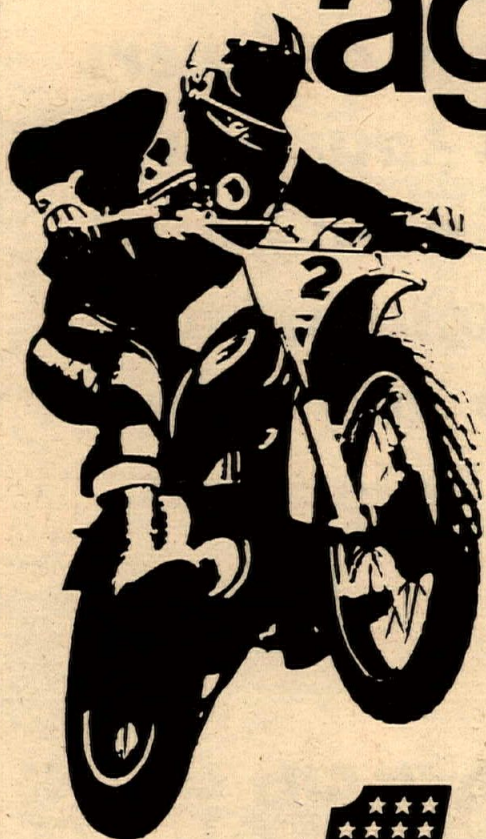
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100 Expert Class
1st Terry Clark — Baja

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Cycle News North

Dream Track Comes True

After much debate, lots of hard work, some applied pressure, a few heartbreaks and more hard work, The Motorcycle Riders Association (MRA) of Medford, Oregon, finally got what they asked for — a lease on city land for their very own motocross track. The story goes roughly like this:

It seems the MRA, although based in that wonderland and motorcyclist's oasis to the north known as Oregon, were beginning to feel pressure to stop riding on the old stomping grounds known as "John's Peak."

The officers of the club took it upon themselves to search for another more suitable riding area. This was more than two years ago. The club approached the country, city, Forest Service, B.L.M., in short, any public agency that might have some "dirt" available and received the usual "thanks, but no thanks" and closed door welcomes. Not a group of people to give up, however, the club acted as if they hadn't heard the public servants.

The Jackson County Parks Department was the first to say "Well...let's try it." The area set aside was rather small and fronted a recreational lake. After a few races it was apparent to all that this was not the place.

Next, the U.S. Forest Service graciously offered the club a motorcycle park. Joy Be!! Our own park...1,200 acres BIG, all kinds of neat terrain, and only thirty minutes from town. After some 1000 man-hours and \$500, building trails, constructing toilets, and building a picnic area, the bubble burst. Heartbreak number two.

Heartbreak number three occurred when the county parks department offered the club a motocross track site on some land they were leasing from the Army. Again construction took place and was completed just in time for a General to say "No deal, the lease is for a rifle range only — no motorcycles until we renew the lease next year."

Although the members were war weary by this time, they decided to charge the city of Medford. It seems the city had some land along the Rogue River that was not being used and that had motocross written all over it with a capital "M". It took more than a month but finally the group was able to appear before the city fathers and, much to their surprise, the staff was instructed to draw up a lease! As can be anticipated by now the good times were about to end...The mayor vetoed the lease. Heartbreak number four. By this time the club was in no mood to forget it and the feathers really flew. Anybody who was anybody and everybody who would listen soon knew about the plight of the MRA.

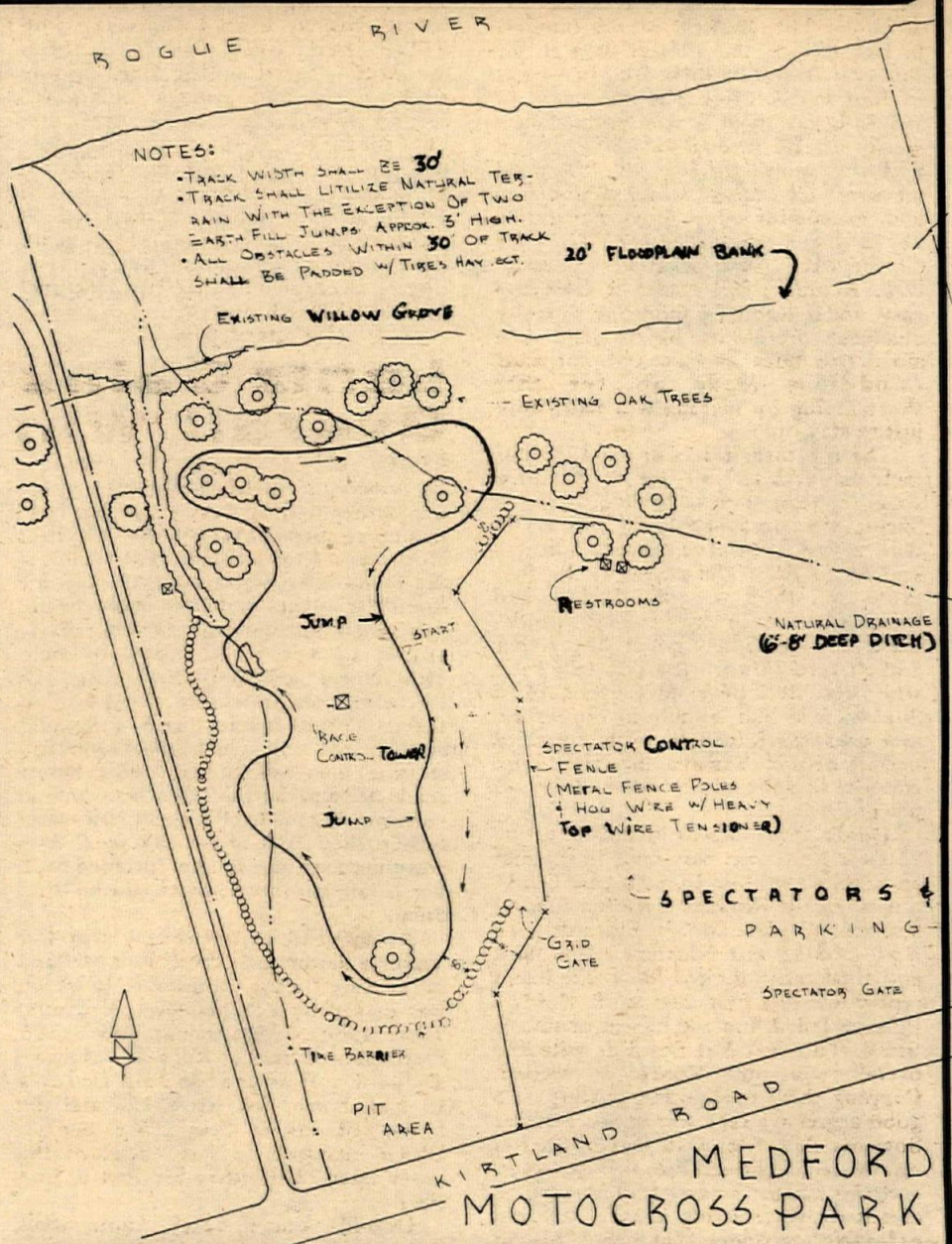
The next council meeting was historic because it was the first time a veto had ever been nullified. This time the club locked out the chance of another heartbreak. A two year lease which can only be broken by a significant hardship caused, and after public hearings on the matter, was signed.

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North Hillclimb Begins

The infamous Jolly Roger hill in south Seattle will be the site of the inaugural event of the 1971 summer series of AMA professional hillclimbs in the Pacific Northwest. The series which begins March 21 in Seattle is to be waged on the toughest and steepest hills of Washington, Oregon, and Idaho. The Seattle hill located on the west slope of the Kent Valley, was the site of the 1964 National Championship and is rated as one of the nation's more challenging hills. The length of the awesome Jolly Roger hill is 440 feet to the crest while the slope is nearly vertical. The old adage that "what goes up must come down" often adds an extra thrill as men and machine claw at the earth for a grip on this impossible incline.

The equipment for this event is sophisticated and varied. Some riders prefer the early model big-bore V-twins with high torque while others will ride the lighter imported high RPM vertical twin cylinder machines. Special frames to adjust center of gravity are common and all machines are equipped with rear tire chains or cleats for better traction.

The contestants will be vying for AMA national points as well as a cash purse. Tom Hines of Seattle rates as the favorite for Sunday's climb. Hines holds the hill record at 10.42 seconds. Challenging for the Northwest crown will be veteran Lydian Aszenzi of Portland, Ore., winner of more pro hillclimbs than any other active climber, and Boise, Idaho rider Louie Fehrs, the 1970 Northwest novice champion.

Fehrs will be making his first ride as an expert. A full field of other West Coast riders should provide an exciting afternoon's entertainment.

The Jolly Roger hill is located east of Interstate 5 on 216th South near the city of Kent, Wash. The climb is slated for a 1 p.m. start.

BETTER BEEZER SPARKS

If you've had trouble keeping your 650 Beezer in tune, here is a new ignition kit that should help. According to the manufacturer this kit takes the wobble out of the points due to worn distributor bushings for exact timing, even at 9,000 RPM. It works with E.T. systems, battery ignition and Magnetos. The trick is a special double point seal which ends oil fouling of points and some special bearings. For \$12.95 you receive: 1 timing side gasket, 2 special phosphor-bronze thrust washers, 2 special needle bearings to replace bronze distributor bearings, 1 special double-point seal and a lifetime guarantee with no mileage limit! Rand Co., 26679 W. Hills Dr., Inkster, Mich., 48141. Ph. (313) 565-3343.



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Pomeroy Shows MX Skill

By Kevin Hill
MONROE, WASHINGTON, March 7, 1971 — The Bothell Stump-Jumpers picked one of the wettest days so far this year to put on their third in a series of four motocrosses. The rain began to fall Saturday night and continued in a steady drizzle throughout the day with a little snow thrown in for good measure. The course was well prepared and, except for a few spots that bore a striking resemblance to the Okefenokee Swamp, held up quite well. Actually, this course is a bit too easy under normal conditions to really challenge the ability of the hard core motocross rider and the extreme mud conditions made up for this shortcoming by making it a real chore just to stay on.

The top three riders in the 125 class each managed to win one of the three soggy motos. Bob Harrison, riding a Sachs, was unstoppable in this series with a first, second and third. Bob was second to Rick McCaffery in the first moto and third to John Haynes and Steve Curnutt in the second. In the third moto he finally got it all together and charged through the slop to a solid win over McCaffery. McCaffery, on a Suzuki, had had trouble in the second race and was forced to settle for third overall behind Yamaha mounted John Haynes, in spite of his first and second placing.

Gordy Ochs looked invincible in the 250's as he scored easy wins in the first and second motos. In each case Gordy put a lot of distance between himself and second place Melvin Sowards on a neat looking red Rickman. The third and final moto looked for a while like a replay of the first two until Gordy's Bultaco failed him and he was unable to finish. This left Mel Sowards with the overall win and Gordy in second. Copping third overall and putting on a good aggressive race was another of the Sowards clan, Glenn. He was a little too aggressive at the starting line however, and was caught several times trying to anticipate the starting light, a new and effective system that the Stump Jumpers introduced today.

Jim Pomeroy brought his Bultaco all the way over the snow-covered Cascades from Yakima to have a go at the big-bore gold only to fold up in the second moto and retire for the day. It looked like he had it wired in the first moto when he won with a tremendous margin over Larry Wescott. At the start he leaped into the lead and, coming by the pits at the end of the first lap, looked over his shoulder and found himself completely alone. Instead of taking it easy though, he just screwed it on and piled up his lead. Wescott didn't slack off either and came in a solid second over young Mike Budschat, riding an AJS in his first big bore moto.

The second moto belonged to Larry Wescott after Pomeroy's Bul gave out. He took the win over a hard charge by Budschat and Don Babcock. Conditions were so bad that these three were the only riders running at the end of the race. Larry's Maico was strong enough to carry him to a third moto win also and enabled him to take the overall

victory. Dan Ritchie on a Husky was second in the third moto and took fourth overall behind Budschat who dnfd that one. Babcock, Maico mounted slogged in for third in the final, giving him enough points for second overall. Once again there were only three riders at the finish and, while not too exciting, it was inspiring to see those brave souls forcing themselves to splash around out there, exposed to pneumonia, cold feet, and rider's cramp (that peculiar condition where your fingers freeze solid to the handgrip and have to be pried loose with a tire iron). (Results on page 30)

Lantz Gains Overall Win

BEND, ORE., March 7, 1971 — Forty-two riders lined up waiting for the banner to drop to start another hare scrambles presented by the Cascade Motorcycle Club of Bend. The silence is deafening. The starters are waiting for some late entries and some guys on the line are complaining about the delay. At exactly 11 a.m. the banner is dropped. The riders charge off across the sagebrush raising a dust cloud behind them. The course is 18.5 long and consists of the rock-free sagebrush starting area, some little used desert roads with rocks hiding in wait for an unsuspecting wheel, them climbing higher they find snow and pine trees and then mud and finally dropping back down on to the desert again to find dust.

At the end of lap one, it was 360 Yamaha mounted Larry Ulrich of Bend in the lead. During the second lap Ulrich was passed by eventual overall winner, Tracy Lantz (250 Maico) and a 125 Sachs piloted by Ray Ruppel who drove all the way from the San Francisco area to take home first place 125 and the honor of taking 2nd place overall. Ulrich managed to stay ahead of the other open class riders for first in that class.

Overall winner Tracy Lantz went home smiling with \$25 and a nice trophy. He completed the three laps in less than two hours.

(Results on page 30)

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Bill Ehrens (69) holds inside advantage at Winter Scrambles.

Winter Scrambles Turnout Drops

By N.A. Williams
WOODLAND, WASH., March 7, 1971 — The smallest turn out of riders all year raced on a good track this race. It rained some during the day but not enough to make much mud.

The 125 riders included only two open machines so there was no open class races this time. The two big machines (one 441cc BSA and one 400cc Husky) ran in with the 360cc class with the riders approval.

The day's events were marred somewhat early when Wally Brosamle (CZ-mounted) went down in the second heat of the 360cc class. Another rider went over him and fell and the motorcycle came back down on top of Wally. He got up and finished his race but was sent to the hospital later with a badly cut leg. It needed some stitches as the ambulance attendants said it was a deep cut and bleeding enough to need attention.

One other injury occurred during the day. That was in the 250cc class C Main. Ron Moser (Suz) went over the high side in the sweeper and was hurt badly enough for the ambulance to take him in to the hospital but no one knew the

type or extent of injury.

A few other riders went down during the day but no one else needed assistance.

Suzuki mounted Bill Ehrens made a clean sweep in the 100cc class, taking both the Trophy Dash and first in the A Main.

Bill has only been out to this track a couple of times and has done well both times.

(Results on page 30)

GILLESPIE ROBBED

Frank Gillespie, National No. 22, had his Triumph 650 Flat Tracker stolen on March 2 in Hayward, Calif. A substantial reward is being offered for information leading to the machine's recovery. The engine serial is DU25304 and some of the accessories on it include Road Race Ceriani forks, Barnes Spool Wheels, rear disc brakes and K70 Dunlap tires. If you know anything regarding the whereabouts of the bike, contact Jim Partridge (co-sponsor) at 415/871-8100 during the day or 415/845-6833 during the evening. Your name will be kept confidential.

baja wins again!



Sandblasters M.C.
Hare & Hound
March 7, 1971
Trailbike Class

1st Terry Clark — Baja 100
2nd Larry Roesler — Baja 100
3rd Mitch Mayes — Baja 100

the Harley-Davidson
outperformers

J.N.'s 400 Takes 100's Race

By Dave Swift

ADELANTO, CAL., March 14, 1971 — As if it were something new, J.N. Roberts won the 100-mile Hare Scrambles point run held 16 miles north of here, and it was five minutes before second heavyweight Tom Muto came home.

The race, hosted by the 100's M.C., was held under partly-sunny skies with a cool breeze. Many of the riders were enthusiastic about the course, partly

because they finished, but some, including Roberts, felt it was downright unchallenging.

After the banner was dropped to start the Experts and Amateurs, J.N. and Rich Thorwaldson were the first to reach the smoke bomb. Both began riding in circles looking for the right way to go and Roberts finally found it. Rich wasn't so fortunate and his day was soon ruined. (Incidentally, all you gossip fans out there will be

disappointed to learn that Thorwaldson has not signed with Suzuki and will not be working for \$1500 a month.)

Roberts, naturally had no difficulty for the remainder of the ride. At the first home check J.N. was followed by Bill Friant, who later dropped out, Tom Muto and Larry Mahoney. Mitch Mayes was the first trailbike in and tenth overall.

The Trailbike Novices were only allowed to go one round. The first one in was Tim Welker but he glumly stated that he may be disqualified. "I crossed the road and the checkers probably think I was riding it," moaned the young cyclist. If so, the win goes to Steve Seeger.

Roberts completed the final loop, lapping hordes of slower bikes in the process. Soon, more riders filtered in.

Heavyweights Muto and Bill Bogner rolled in, then the first Lightweight Dick Breker. Fifth overall was Larry Mahoney, the first 500 Amateur. Mayes powered one of those nifty Harley Bajas to eighth overall, gaining two positions on the second loop. A thoroughly pooped Sharon Wilson came bombing in across the line in the top hundred as 12th trailbike, fourth Amateur, and first girl.

Carl Sommers brought along a brand new Suzuki Cyclone, one of the first ones to be run in California's desert. He was very optimistic about the machine, particularly the power characteristics. While waiting anxiously for a first-hand



Larry Mahoney blasted into the pits 5th overall and first Heavyweight Junior.



Carl Summers made his debut on the Suzuki-Cyclone but may have broken his arm.

vehicle that entered the pits was literally force-fed a huge litter bag.

Several people stopped to register various complaints of incorrect results, et al., that have appeared in CYCLE NEWS. In fact, one kind gent pointed out that the district standings sheet given to us contains a slight error resulting in 30 top trailbikes being listed with wrong numbers. Other people had the right idea; they would hover over



Hit that check and get going again.

report of the bike's race-worthiness, this reporter received word that Carl had come off hard and may have a broken arm.

The 100's M.C. is a patient lot. They display a good deal more tolerance towards racers and spectators than one generally sees. Also, each and every

me until they made sure that I had jotted down the correct class winner that very same day.

So rather than waiting until the boo-boo has been published, on the day of your alleged victory confront Cycle News correspondent with your side of the story. We'll all appreciate it.

(Results on page 30)

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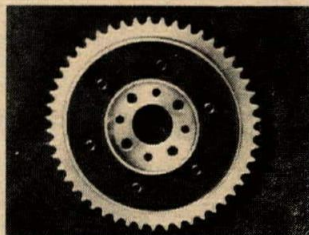
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Cyclesports Tag Team MX

By Janet West
HOUSTON, TEX., March 14, 1971 — Houston's first tag team race at Cyclesports Park proved to be a great success with both the riders and the spectators. From the majority of comments made, the tag team idea will be a popular drawing card.

The race consisted of 3 heats, of 12 laps each, with each rider racing for 3 laps, then trading off his machine to his partner. The second partner would likewise ride for 3 laps, and again relinquish the bike to his partner. Novice class riders were allowed to team with another novice, or an intermediate rider. Experts were allowed to choose a novice or an intermediate as his partner.

The 0-125cc expert class was taken by Bob Graham and Don Weiting, riding a 125cc Sachs. Bob and Don were pitted against David Musick and Joe Skidmore. David and Joe had two first places, but in the third heat were unable to keep their bike running, leaving first place to Bob and Don. Second place team was Steve Hackney and Kevin Brown, on a 125 Penton. With his usual style, Hackney had no trouble picking up a second, though he was aiming for the first place slot for all he was worth. Third place team, Michael Rau and Bill Walling got all they could out of their Honda, but just couldn't get close enough to Hackney and Brown to get around. Right behind Rau and Walling were Brian Fox and Mark Robinson, on a 100 Penton. Brian and Mark were fast, but they lacked speed and couldn't make it around for third.

Wyman Priddy and Bill Slavick, of Fort Worth, wrapped up the 250cc Expert class with Greg Graham and Bob Hanna right on their wheel. Greg and Bob gave the Priddy team quite a hard race, but the Husky boys turned it on and came through first. Greg and Bob rode a CZ. Third was the team of Wayne Jones and Richard Parker, who battled Robbie Esterlein and Mike Murski for third. However, the Esterlein-Murski team just wasn't quite strong enough, so Jones and Parker collected for third. Both teams were on Huskies.

Jake De Boe and Gary Jackson turned it on for first in the Open Experts. Their main opponents were Bob Graham and Mike Calbreath. Bob and Mike weren't letting any grass grow under their tires, but the De Boe team squeezed by, leaving Bob and Mike the second place gold. (DeBoe and Jackson were on a CZ; Graham and Calbreath on an AJS). Again Greg Graham and Bob Hanna shared a CZ to come in third. Their competition was a bit stiffer in this race, and 3rd was all they could swing. Wyman Priddy and Bill Slavick (Husky) were in fourth.

In the 100 novice class, Mike Brown and Tim Kelly were 1st. Mike and Tim rode a fine race; no one could catch them, although Jim Mast and Rick Hansen on their Hodaka tried. Jim Mast and Rick Hansen were in the 2nd spot, with Joe Fisher and Robert Rowe right on their rear wheel for 3rd. In 4th place were Cecile Hanna and Donna Barnes,

riding a Sachs. Cecile and Donna were the only women riders in the tag team race.

The Lindley brothers, Dusty and Kim, won the 0-125cc novice class on their 125 Yamaha. These two rode hard to keep ahead of the second place team, Mike Crowley and Murry Adams, of Fort Worth. Crowley and Adams were riding a Bultaco for all it was worth. At times it looked as though the Lindley brothers would slip back to second, but they held on to be first. Again placing, this time in third, was the team of Mike Brown and Tim Kelly, riding a 125cc Penton. In a spill in the 100cc novice race, Kelly suffered a sprained ankle, but still managed to hold on through the rest of the 100cc race, and complete the 125cc race for third. Brown and Kelly are expected to do well as a team in the tag team events. Bill Ford and Al Waghorne were in fourth place, riding a 125cc Yamaha and not wasting any time.

126-250cc novice class was taken by Robbie Esterlein and Robert Tuggle, on a Husky. Dusty Lindley and Doug Maxey, on a CZ, gave Esterlein and Tuggle some competition, but were unable to stay out front, giving Robbie and Robert plenty of room to come over the finish first. Don Rainey and Skip Kennedy, also on a Husky came in third, and pushed the Lindley-Maxey team for second place. Tom Foster and Don Topper were in fourth on a Husky.

The open novice was a race to watch with the Wilsons, Bob and David, coming in first on a CZ. This was David's first race, and he held his own through the whole thing. David and Bob were the favorites with the crowd, and didn't disappoint anyone. In 2nd was David Tabaracci and Don Ginther, also on a CZ. David and Don rode a great race, with their main competition being Larry Hedges and Larry Priano, on a Suzuki. Paul Lowe and Johnny Crump took fourth on a Maico.

There were approximately 200 riders for the tag team race, the largest number of bikes to run at Cyclesports Park since its opening race in September, and more tag team events are expected to take place in the Houston area, after now having been initiated by Bob Atkins, of Cyclesports Park.

MCC LOOKS TO JOIN MIC

A temporary board of Directors has been selected by the Motorcycle Council of California with Tom Cosgrove acting as temporary chairman. The organization is looking forward to becoming a statewide dealer organization and hopes to become affiliated with the Motorcycle Industry Council.

Other temporary board members include Bob Nelson, Katherine Stoner, Al Fife, Brian Jenkins, Harry Whalen, John Motley and Tony Bellissimo.



Don Emler on a Rickman

SAGEBRUSHERS STAGE STANDOUT MX

By Larry Huffman
Photos by Richard Steck

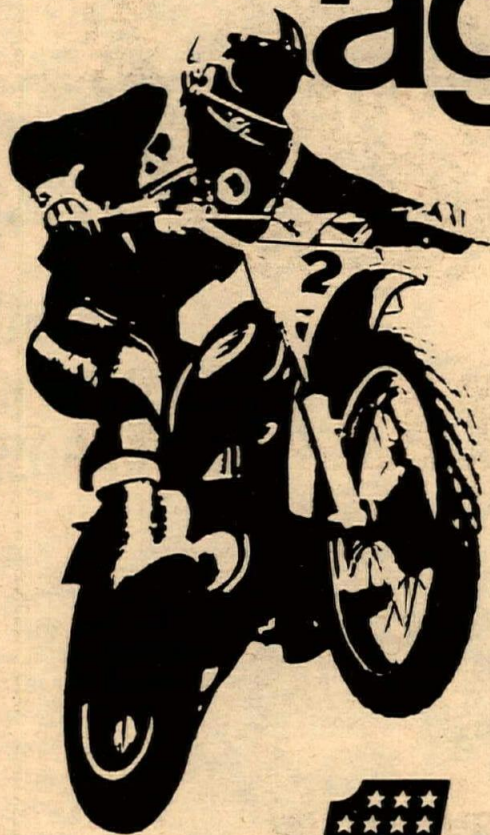
ORANGE, CAL., March 14, 1971 — Sunday saw the first ACA-sanctioned motocross staged by the Sagebrushers Club of Garden Grove, Calif. at Saddleback Park. The day was almost perfect for racing with the temperature hovering at 65 degrees under clear blue skies.

From a participant standpoint, the Sagebrushers presented a well-run, tightly-organized event. With over 100 total entries, there were no injuries and no serious accidents. The spectator turnout was down but the riding and competition were excellent.

Four riders dominated the day's events: Mark Tyer on a Kawasaki swept all three motos in the 100cc Jr/Inter Divisions; Don Emler on a Rickman won all three motos in his 125cc Jr/Inter/Sr. classes; Jim O'Neal, also on a Rickman did likewise in the 250cc Jr/Inter/Sr division; and Chuck "Feets" Minert managed to hammer out wins in the first two motos of the 500cc combined-class categories on his BSA, while Ron Funn on a CZ took the third moto in that division.

(Results on page 30)

baja wins again!



Desert M.C. Hare & Hound-2/28/71
Trailbike Class

1st Randy Milligan-Baja 100 (Ex.)
4th Mike Hayes-Baja 100 1st (Jr.)
5th Jim Summers-Baja 100 (Ex.)



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QUIET RIDE BY THE CHAPPAREL

By Ron Schneiders

(Continued from page 1)

non-silencer-equipped machines from the pits and quiet things down even more!) There were six riders on a number and we started on the first 40-mile loop at 24 mph. The loop seemed a bit familiar to me because it was essentially the same as the first loop of the Golden Bear. Which is to say it was not too easy!

Most of the loop was sandwash — uphill, power-sapping, miserable sandwash. Much of the time there weren't even any rocks or brush from which to get traction. It's the sort of course that makes you think it was laid out on one of these raunchy old single-carburetor TR-6 desert sleds. You can just imagine a couple old sledriders taking a break at the top of one of those bottomless washes and saying, "You know we really ought to put something in for the little bikes," and they're thinking about Husky 400's. The worst spot was a long deep sand hill that I remembered very vividly from the Golden Bear. It took me about 25 minutes to push over then. Yesterday, I got over in ten or fifteen minutes and I have no urge to improve that! Doing that hill once a year is plenty.

The medal for sheer determination



Dave Ekins wails into the finish almost on time.

on this run goes to Ellie Houseman. When I saw her on that hill, it looked like she was making about 6 feet at a shot between breathing spells and that was a long hill. But she got over it and went on to finish. She gets the girl's trophy because she was the only one to finish on time. One other girl completed the course but was over an hour late.

One guy came in and complained to Bill Adams about the deep sand on the first loop. "Well, you'll like the second

loop. There's not much sand," Bill assured him. There wasn't. There were rocks. Marble-size to house-size. Essentially, we rode about twenty miles to get to a rock wash that was the living end of all rock washes. It was only about two miles long but a lot of guys must have thought it was at least twenty. Revenge for the little bikes! Some of the big twins were wedged so tight in those rocks that it looked like nothing short of dynamite would get them free. At the finish line one fellow came up and swore that the course was unridable. "We had to get five guys and lift our bikes bodily over the rocks in one place," he complained. But it wasn't true. Not only was the course rideable, but there were several alternate paths at most of the blocked-up spots. My little Sachs bounced and dazzled its way past about 50 riders in that two miles. Most of those riders were off their bikes and staring in dismay at the rocks, trying to make them go away through sheer force of will, I guess.

After the rock wash there was some reasonably difficult sandwash and then a 20-mile run home over one of those sweet, fast hare-and-hound trails. Much needed relief. With a 24 mph schedule though, you couldn't make up much time. In fact there was almost no place on the course where you could make up any time. If you once got behind, just throw your watch at a passing jackrabbit and ride like hell as fast as you can go and try not to lose any more.

From a technical point of view, this run was excellently done. The checks



Cycle News General Manager Tom Culp tries out his shiny new Rickman.

were in good spots (which is to say unexpected) and I heard no complaints about the accuracy of either time or distance, which is remarkable for a new club's first effort. Best, however, was the marking. Having ridden a couple of runs lately where the marking varied from miserable to stinking, I was really ready to appreciate a well-done job. The marking was all cards and ribbon, virtually no lime and there was never

any doubt about which way to go. When you'd come to one of those ambiguous spots where the trail forks half-a-dozen ways, you could always just lift your gaze and scan the horizon. Without fail you'd see a ribbon high upon a cactus or in some very conspicuous spot, just like a beacon. And I don't think I overshot a turn all day due to the marking being too close to the turn. This is one of those areas where there simply isn't any substitute for experience. The marking on this course was good because whoever did it had ridden enough runs that he knew where problems would occur and thus knew how to cope with them. The club probably used less material than those clubs that goofed it in previous weeks, but every piece of ribbon and card was efficiently used.

The club used a better checking system than is normal in desert enduros. Each rider carried a card with him and has his time marked on it at each check. Lose your card and you're out. But there can be no excuses like, "The checker didn't see me," or "He marked the wrong time down on his sheet." The system is better for both the club and the rider, because mistakes are bad for both. This way the rider doesn't have to depend on a checker who sometimes does make mistakes.

It bears repeating that the run was put on by the Chapparel M.C., a new club with a scant dozen members. They had to recruit all kinds of help to man the checks because a dozen people don't stretch very far on an operation like this. Most all of the members of the club work for Autonetics down Orange County way. At the helm of the new club is Bill Adams, past president of District 37, who is no doubt responsible for the expertise with which the run was conducted. Bill has all kinds of exciting plans for the new club. Like, how would you enduro fans like a two-day run from Lucerne Valley to Searchlight Nevada and back, Hmmm? Bill already has it mapped out.

There were very few complaints on the run and most everyone considered it an enjoyable ride. I would have preferred a little more originality on the first loop. There was an interesting little downhill mule trail that I hadn't been on before, but most of it was the Golden Bear run, which wasn't far enough back in time to warrant running over the trail again. I realize however that there is a limit to what a very few people can do. They did have a lot of new trail in the second loop and if they had to repeat on the first loop, at least they chose a good one!

Dave Evans seems like a good bet for sweepstakes winner, but Ekins and Steffan did very well at the checks I know about so I'm not making any wagers. Seemed to me like there were about 50% finishers, but they weren't counted. Get your scooter set for Searchlight.



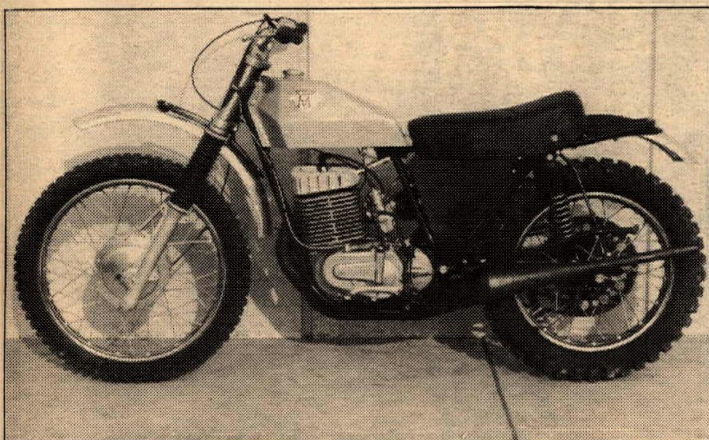
Wide, easy-riding washes characterized the last 20 miles of the run.

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B.B. on Concrete Short Track

By Barry Briggs



Barry Briggs grabs the inside track while Bill Cody tries the outside

When I penned my first column for you last month, I tried to explain my love of motorcycle racing with the words, "Just give me a bike, lead me to a track and I'll have a go." Well, I've been having a go here in the States just recently, and although not as successful as I would have liked, I reckon the experience I have picked up will eventually help me get among the prizes.

What with grass track, sand track, ice racing and conventional speedway back home in Britain and throughout Europe, I guess I'm pretty handy at adapting to different circuits and styles by now. But none of this counted for much when it came to the States. And I sadly have to admit that I wasn't exactly at my best when I tried my hand for the first time on the American concrete short circuits.

They demand a totally different technique from anything I've used before, and I must confess that I was completely baffled about how to go about things for a while. By the end of my second meeting, however, I was really beginning to get the hang of things, and once I've managed to master the two major stumbling blocks — the limitations of an ultra-short track and the unfamiliar concrete surface — I reckon I'll be able to wind on the throttle with the best of 'em!

My first outing on concrete was at Long Beach, California. I had quite a lot of mechanical trouble during practise, and it wasn't until my actual qualifying heat of the tournament that I started to learn the best, quickest and only way to get around on concrete — get to the inside line, (where rubber from tyres gives a certain amount of grip) and stay put, no matter how fast or slow you go.

On the British speedway tracks there's always a lot of overtaking on the outside. I made the fatal mistake of trying this at Long Beach — and by the time I'd realised my mistake, all the other riders had slipped through on the inside. On such a small track, there was no chance of making up lost ground, and all in all, I was disappointed with my showing. Still, I managed to learn a thing or two.

My next port of call was Madison Square Garden, again for a concrete session. I was mounted on a standard American machines — no fancy trimmings or special handlebars — and I made a point of taking time out to study some of the American boys in

practise. Straightway, I realised the main hang-up that was going to pose problems: all your riders sit tight in the saddle around the corners, whereas on the bigger 500cc machines back home (on grass, sand or speedway), I've always stood up.

So I made up my mind to keep seated; in fact, I was 100 per cent determined to keep my rear end plastered firmly to the saddle. So what happens? Every time I get into a little trouble or sense a slight loss of control, I automatically stood up! As soon as I shifted weight completely from the back wheel, I went totally out of control. And on a bone-hard, unfamiliar track surrounded by umpteen eager, experienced riders, I didn't exactly feel on top of the world!

Anyway, practise went reasonably well (with Briggo putting on a harum-scarum show that seemed to amuse everybody except me!) and I clocked one of the fastest times. By the time we got to the actual qualifying heats, I was starting to get the feel (which must be the right word!) of this strange sit-tight-in-the-saddle routine, although I was a bit irritated by severe bouts of cramp in the tops of my legs, brought about by riding in what was to me an unnatural position.

My fast practise time gave me a front row position for my heat — but this was soon changed. On the start, it was alleged that I had rolled over the line for the off, so I was relegated to the third row. I know for a fact that I didn't roll, but what's the point of arguing? In any event, I got the distinct feeling that instead of just starting the race, the starter was inclined to 'bait' the riders. Anyway, I don't want to start criticizing American officialdom, so let's move on.

After two false starts and crashes galore, the race finally got underway at the third attempt. This time, only one rider fell — me! I managed to pick up the machine, quickly remounted and tore after the pack. Whilst trying to get the last qualifying spot, I crashed within

rolling distance of the finish. But American audiences appear to like a trier, and from the cheers and deafening ovation, anyone would have thought I had won the race!

Anyway, my early efforts on concrete have been more than worthwhile in terms of experience, and I'm sure I'll be more competitive next time out. My biggest problem right now is having to forget the four-lap-dash style I'm used to in speedway. I have to realise that I have much, much more time for overtaking. As Keith Mashburn said to my sponsor, Norman McDonald: "Now you have him sitting down, all you have to do is calm him down!", which I thought was a really classic "mashy" quote.

The main purpose of my last American trip was a short track meeting at the Houston Astrodome — and this turned out to be the biggest disappointment of all. Not because of unfamiliar tracks, strange surfaces, unusual riding techniques or mechanical problems. No, this time, the fly in the ointment was an old-fashioned, unwelcome dose of 'flu!

I really trained hard for the Houston meeting. I had run myself silly, exercising, training, swimming, dieting, the lot — only to find that I arrived in Los Angeles from New York with a fever that kept me bedridden for three days prior to the event. I just couldn't believe it. I did OK in practise, notching the third fastest time. But I was in no physical or psychological state to capitalise on this, and bowed out of the contest in the qualifying rounds. The ironic thing is that a couple of days later, I felt on top of the world!

Still, there's no point crying over spilt milk — these things happen and one has to learn to accept them. I've been racing long enough never to look over my shoulder — only to look forward. And I can tell you that I'm looking forward to an awful lot of things on future Stateside visits. Soon I'll tell you about the two short track meetings at Daytona, another at Jacksonville (where I'm also hoping to race my new 650cc Yamaha on their half-mile track). And I've made up my mind that the next time I pack my bags for him, I'm going to take some trophy or other with me!

baja wins again!



Orange Co. M.C. — 2/2/71

Hare Scrambles

1st Trailbike Expert

Terry Clark — Baja 100 (12th overall)

2nd Jim Sumners — Baja 100

1st Trailbike Junior

Rodney Roderick — Baja 100

Sweepstakes Winner

High Mountain Enduro — 2/14/71

Dave Ekins — Baja 100

0-125 A Class

2nd Jack Krizman — Baja 100

3rd Leo Fedewa — Baja 100

Gold Rush Enduro — 2/7/71

A Trailbike Class

1st Jack Krizman — Baja 100

2nd Walt Baehr — Baja 100

3rd Dave Ekins — Baja 100

CERO ENDURO

A/Trailbike Class

1st Walt Baehr — Baja 100



the Harley-Davidson outperformers

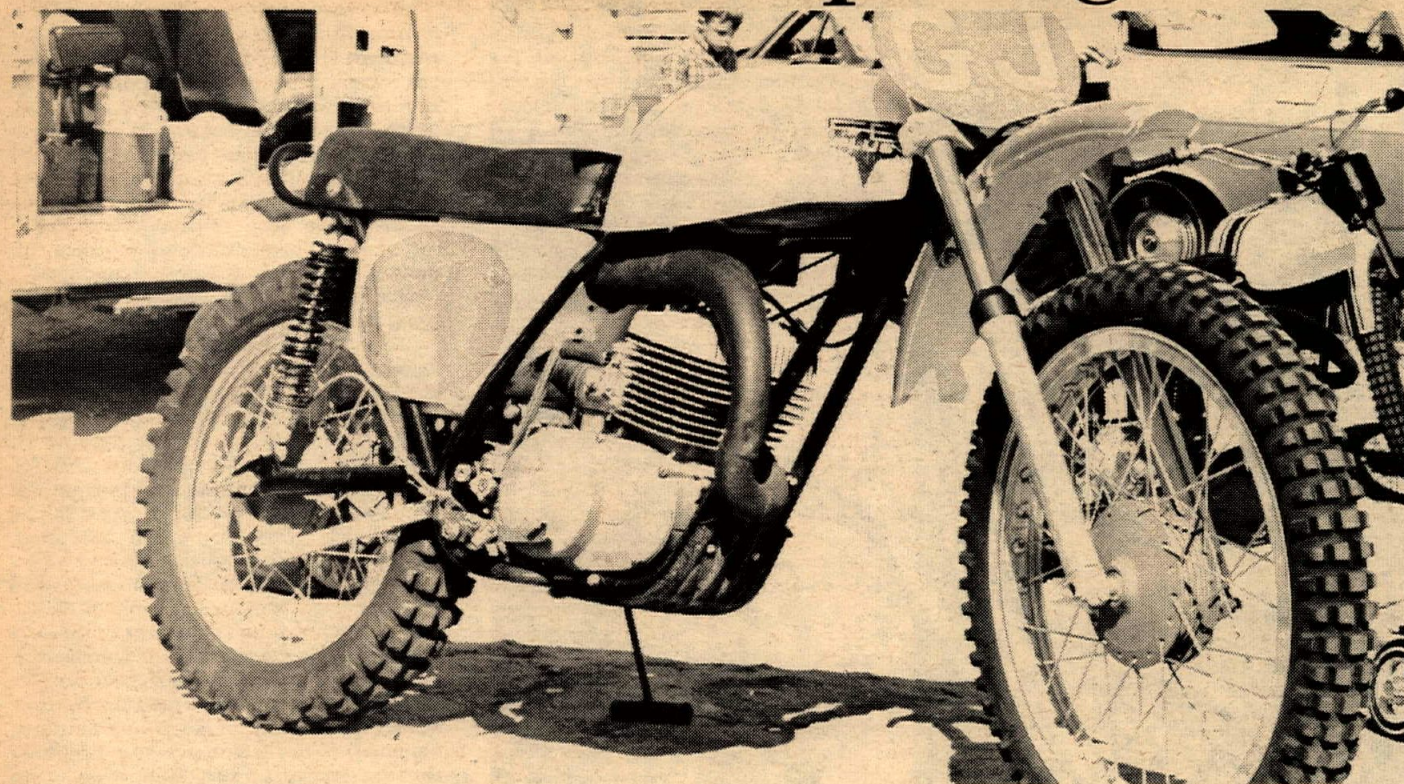
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Jones Racks Up Big One At Dunes



Gary Jones' prototype Yamaha.

By John Grout

Photos by Racing Photos

VALENCIA, CAL., March 14, 1971 — Young Gary Jones displayed all the strength he could manage on a couple of spanking new Yamaha prototypes racing machines and rattle the thunder across the length and breadth of the old Indian Dunes reservation during 90 minutes of serious motorcycle combat. He flashed under the checkered flag to collect the lion's share of a \$2100 purse during the second annual running of the Optimists Club's Combo Cross.

Jones, who got the starting banner for the 250cc Sr. scramble from regular dunes visitor, actor James Garner, ripped off with an immediate lead on his roaring red and white, 181-lbs. Yamaha bombshell, never to be headed throughout the entire event.

The most serious challenge to the eventual winner was begun about 20 minutes into the intermediate race, as "brother" Dave Rodgers slipped and slid his new Bultaco into a contending position only 10 yards behind the leader. However, Rodgers' choice position was short-lived as Jones yanked out all of the stops, more resembling a Lake Meade hydroplane as he sent the spray 30 feet into the warm air upon reaching each watercrossing, and was home on top by a 10 second interval.

With more than 400 riders on hand, and anxious to contest the purses and trophies, along came Jones once again in the Open Sr. race.

While blessed with the crawl-away pace of a garden slug in the Open feature, Jones looked for all the world like he was competing in the first race on next week's program at the Dunes. So far behind the pack was the Yamaha fireball, that the leaders, Mark "the Phantom" Blackwell (Hus) and Jim West (Hus), looked as if they were in a rerun of the Swedish Grand Prix.

Blackwell had built up quite a lead by the time the race had gone half-swing, but the "wonder" of Indian Dunes suddenly found himself in some sort of trouble when his machinery got wet and caught a cold as it plunged into one of the many water traps.

In the meantime, Jones was



Jim West...and he's still going up!

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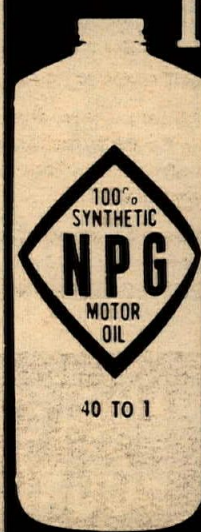
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Jeff Wright found the going "wet 'n' wild."

scorching the dust from the ground, after finally locating a super type of high gear. However, the bid was a little too late. West got the win, Jones was second and Blackwell nursed his ailing machine to third.

The day's final score: Jones \$350 to the good for 90 minutes of fast and furious racing. Almost \$4 per minute.

In the 125 Sr. event, a whole host was on hand to contest the rapid comeback attempts of International Motorcycle's own Larry Shoemaker on his unbelievable swift Yamaha. Yet, this was not Larry's day.

After dropping his expansion chamber a few yards from the start line, Shoemaker watched as 35 other riders poured past. But, in spite of the handicap, Larry was able to garner a sixth overall finish. The race was won by the brilliant Dave Rodgers, who rides for Steve's Bultaco Shop. The next four positions — after a heated see-saw type of battle — went to Billy Payne (Yam), Allan Peppel (Pen), Bryar Holcolm (Pen) and Jeff Wright (Ric).

The 100 Sr. were tow-roped by the Harley mounted desert ace Terry Clark. Jeff Wright (Ric) and Dave Montgomery

(Ric) finished behind him.

Danny LaPorte, a 10-year-old whirlwind, led the 100cc Jrs. all the way on a Rickman that just doesn't seem to make any mistakes. Danny turned back John Skifstrom (Suz) and John Betts (Hod) in winning a trophy that was bigger than its victor.

Northridge rider, Rick Salmon, looked more like a test pilot than not as he defeated Mike Stanton (Yam), Jim Bauer (Sac) and Tracy Oswell (Pen) for the first place finish on his high-sailing Yamaha during the running of the 125 Jr. program.

Mike Keena (CZ) was again unbeatable in the 250 Jr. class. Kenny Cook (Mon) and Allen Beaman (Yam) were directly behind him.

The Open Jrs. were led to the flag by a new Dunes racer Don Katlec on a bullet fast AJS. Dick Menbolia (Yam) and Oswell (CZ) turned in excellent performances behind the winner.

This weekend will feature another of the popular Indian Dunes doubleheader, as ACE Enterprises will offer a race for Junior riders on Saturday and an all class race on Sunday.

(Results on page 30)

scramblin' around

By Maureen Lee

After surviving the two days of the Elsinore Grand Prix, I have to come to the conclusion that the human race is degenerating rapidly into a bunch of idiots. Here is the greatest kind of race in the world for its type, and some forms of humanity probably blew it for all time. Congratulations.

The problems were varied. Crowd control was a handful to say the least, the Gripsters, the International Racing Crew and the Deputies were all in there pitching but the idiots would just shuffle back after they had come by with their warnings, right back to where they were standing before. Even worse were the ones watching happily from the outside of a turn, seated on haybales with their legs dangling in front of them. They have to be morons not to know what those haybales were for, as long as the rider didn't get hurt it would have been interesting to listen to them when a bike smashed in and crushed about five different people's legs! Serves 'em right!

Another thing that always amazes me is they have no conception of how fast a bike is traveling. On Sunday the leaders were starting down that fast back straight and the sheep were herding back up, right along the straight from watching the start despite the orders of officials to get off the track. Best bit we liked was when one of the leaders (won't tell who) came flying along, here's a moron with a little kid sitting on his shoulders walking along, who turns and walks closer to where the rider is heading, but the rider swerves a bit, heads right at him and gives him a big kick in the legs. Bravo! Bravo, too, to the chap who kicked the gal in the backside when she was lah-de-dahling across the tracks as if he should stop for her to cross.

Jim Foxe, the Gripsters referee really laid it on the line at the riders meeting Sunday morning. Everyone at the race should hold themselves responsible. If you dropped one can or threw away a piece of paper, you were just as bad as anyone else. The spectators in the town were responsible for the mess up there but some of our own kind were involved

in the "pit activities" that went on overnight. Crowd control barricades were torn down for camp fires, clubs like San Bernardino Valley and the Jackrabbits who had set up their gas pits properly so everything would be ready, had their big banners stolen. One rider had \$150 of camping equipment pinched, and two of the Racing Crew had sleeping bags and their food for the weekend taken.

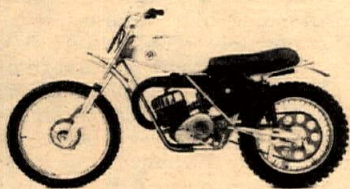
I realize that an event of this size is going to have its problems, but if people would just think a bit we wouldn't have so many. One deputy, who worked last year is reported as saying he would stay over-night both nights in the impound area rather than having to cope with that crowd. Don't blame him. After seeing some of 'em, and what was going on I'm glad to be Establishment, thank you!

Grady Lafferty of the Racing Crew asked us to come on hot and heavy on this thing of staying back when bikes are coming through. All his people had problems, it's their job to take care of a rider when he falls, and it gets doubly complicated when the spectators get mixed up in it too. Grady says this also happens in the desert at easy to get to checks, people all crowding forward to get that first glimpse of who is coming in.

Please, when you do move at a race, and who doesn't like to go from turn to turn, keep your wits about you when you do. Maybe the sky is blue, the Gallo has tasted wonderful and you're groovin', that rider on that fast bike heading at you at some 80+ is racing. Don't lose him a chance at a win because you don't care. Malcolm Smith learned that the hard way last year and to be perfectly blunt about it, I never did bother to ask how the spectator was who walked out right in front of him! Racing is my business and Malcolm was more important personally than an idiot. Let's start policing ourselves a bit better and, like Jim Foxe said, if you see a guy doing something, then it's your job to have a word with him and get him straightened out.

Well, the tea is ready, this week I didn't use a soap box, it was a pulpit!

CONVERSATION PIECE



This conversation was overheard at the start of the recent Desert M.C. Hare & Hound (inspite of the high wind).

HI, HOW LONG HAVE YOU HAD AN AMATEUR PLATE?

Only 3 weeks, but the way I'm scooping up points I'll make Expert by mid-summer.

GOOD FOR YOU, BUT WHAT'S GOT INTO YOU SO SUDDEN?

Well, I was determined to get a European bike. I finally decided on this Ajay just before Christmas.

YEAH, I'VE SEEN A FEW AROUND LATELY. HOW IS IT?

Man, I love it. You haven't experienced good handling till you've raced an AJS. YOU COULD BE RIGHT. ONE ZAPPED ME IN SOME WHOOP-DE-DOOS LAST WEEK AS IF I WAS STANDING STILL. YEAH BUT I CAUGHT HIM ACROSS THE DRY LAKE — WENT PAST THAT LITTLE ORANGE SCOOTER LIKE A DOSE OF SALTS. MADE ME 'N MY OLE 400 FEEL A LITTLE BETTER.

You realize that Ajay guy was on a 250 don't you? Anyhow, he could probably pull a taller gear if only he knew. I'm 4 teeth higher than the stock 57 which gives me over 70 down a Fire Road. Heard Doug Douglas used a 48 when he did that crazy run down Baja.

IS THAT SO? THAT WAS A DOGGONE GOOD EFFORT FOR A 4 SPEED 250 IF YOU ASK ME. HOW IS THE TRANS ANYWAY?

It seems really tough so far and the all metal clutch will take any abuse. The thing I like best though is the neat action of the shift.

YEAH, I MUST ADMIT I HAVE TO PUMP MY LEVER QUITE A BIT.

The Distributors are giving a new Ajay to the first Ajay rider to win a big Desert Run. That shows they're really taking an interest although I don't suppose it will be me who takes 'em up on the offer.

DON'T BE SO MODEST!

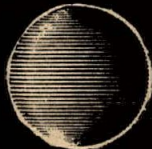
No seriously, their idea isn't so weird because George Zeber and Whitey Gregory are getting pretty close.

WELL, I'D LIKE TO SEE A NEW BIKE GIVE THE ACES A SCARE.

AND HE WILL



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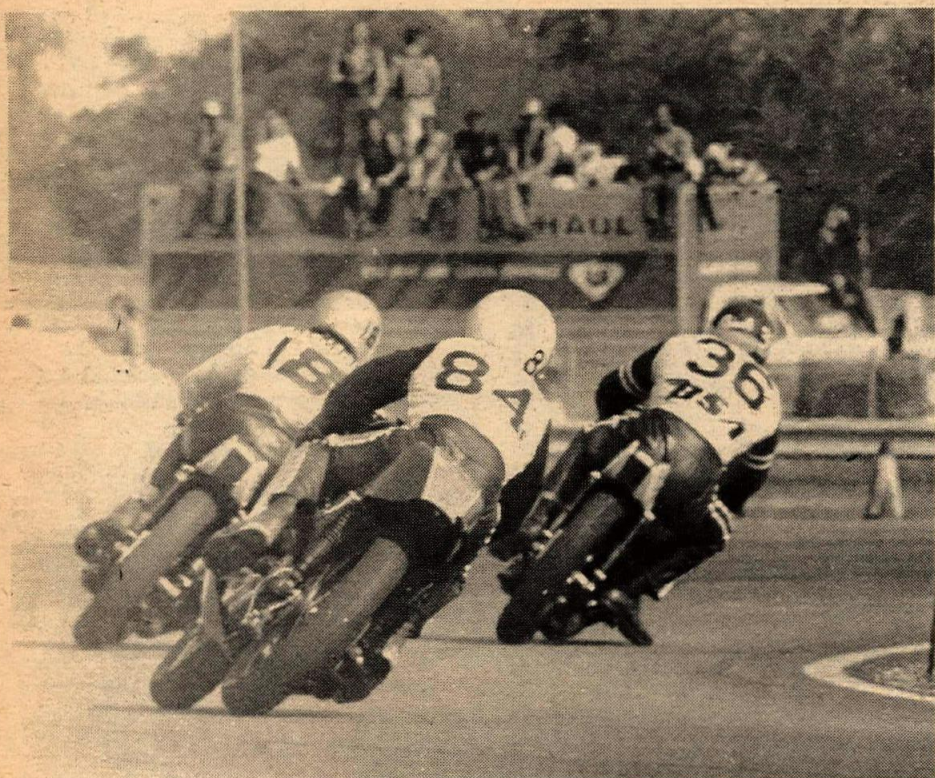
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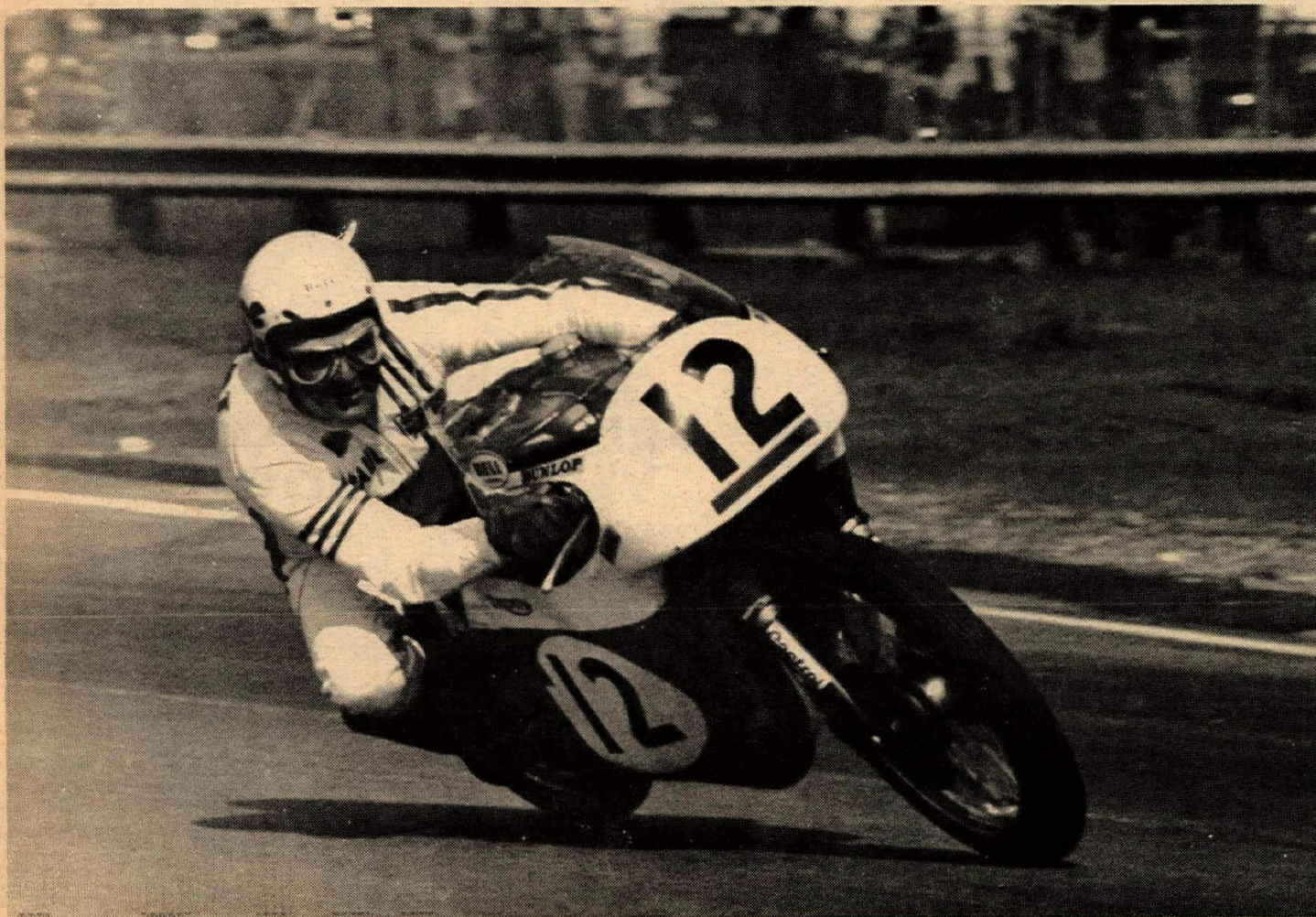
"GET SMART!" Was The Battle Cry... And Bugs M



Rex Beauchamp pursues two other big bikes.



Twice in a row Dick Mann proved he is the man to beat at Daytona. Below: Fans enjoyed the "turn indicator" racing style of the outstanding Paul Smart.



(Continued from page 1)

line astride one of Gary Nixon's old Triumphs. This year Gary split from Nixon Enterprises and found himself a kitted Honda 750 to ride.

Way down 11th on the list of quick qualifiers was 36-year-old Dick (Bugsy) Mann, last year's Honda winner, this time on a team BSA.

TRAGIC START

AMA President J.R. Kelly took the network radio microphone to say "Gentlemen, start your countdown." As the 38,500-person gallery strained its eyes toward the first turn, wave after wave of lusty machines poured onto the banked wall. Roger Reiman (H-D) and Larry Darr (H-D) had trouble getting started. Reiman, a former back-to-back Daytona winner got away very late.

Leading the thundering swarm around the oval was Yvon Duhamel on his new Kawasaki ride and right behind was young Fisher. Mike Hailwood was 3rd, followed closely by Paul Smart and Jody Nicholas on the team Suzuki. Lurking there behind the leaders was the wily Mann.

As the motorcycles rounded turn one into the infield on the first lap, tragedy occurred. Rusty Bradley, the 21-year-old Junior whiz, who became the highest paid road racer last year thanks mainly to Kawasaki contingency money, dropped to the asphalt. Steve McLaughlin and Duane McDaniels went down too, without serious harm. But Bradley suffered a severe skull fracture and died in the Speedway infirmary at 7 p.m. that night.

Meanwhile Fisher outraced Duhamel and led the Canadian and the two Englishmen through the paces for four laps. "That Honda didn't half go!" exclaimed Hailwood later, uttering a British obscenity. Mann stuck to his plan, keeping the BSA within easy reach of the other four.

Soon Fisher's short-fuse Honda began to fade. But he had proved his point in ten laps, before it stopped altogether. The young man can ride!

Hopes for an all-American victory flickered when Cal Rayborn's gearbox froze dumping him on the track. The crew completely rebuilt the box in a long pit stop and sent him out to prove the power of the revised XR in the 30-some laps remaining. Cal lapped at terrifically fast speeds (2 min. 5 sec. around the 3.8/mile course) but patriotic hopes burned dim. It seemed only to be a question of which Englishman would win.

200 is a lot of miles. Attrition and spills began to take their inevitable toll. The Suzuki team sat glumly on the wall. Hailwood's BSA ate its valves in 15 laps.

Photos by Don Woods & Chuck Clayton

Read all about Daytona Speed Week ...

Right: 105 Texan Be lightweight almost out Smart strain laps of the 2



Duhamel crashed safely but spectacularly in the horseshoe turn.

RECORDS SET EVERY LAP

Records fell with every passing lap. The average was better than 3 mph faster than last year's record speeds.

Gary Nixon raced grimly on, somewhere in the first ten, conscious of the 11mm steel pin holding his thigh together, until his Triumph quit. Smart and Mann were one-two, treating the fans to a terrific drafting duel. The Triumph and the BSA were very evenly matched, except Mann seemed to have just the tiniest bit more speed on the straights — a fact which probably surprised him at first, since Smart, the factory's favorite, was given the faster bike. Then the reason apparently became clear to Mann. Smart's exhaust megaphone emitted a trace of smoke as he shut off for the near-vertical wall, and continued to smoke just a bit when he got on it again. Mann backed off and let Smart collect the 125-dollar-a-lap leader money while Bugs nursed his engine and waited the distance stretched — 28 seconds — a full minute separated them. Mann paused in the pits for a quick dose of gasoline and paced the Britisher through lap 40 of the 53-lap chase.

MANN'S STRATEGY PAYS OFF

Meanwhile Gene Romero crept into 3rd place and the late-starting Harley of Roger Rieman was listed as 4th!

Probably the world's greatest natural road racing talent, Mike the Bike got put in the pits by a fragile set of valves.

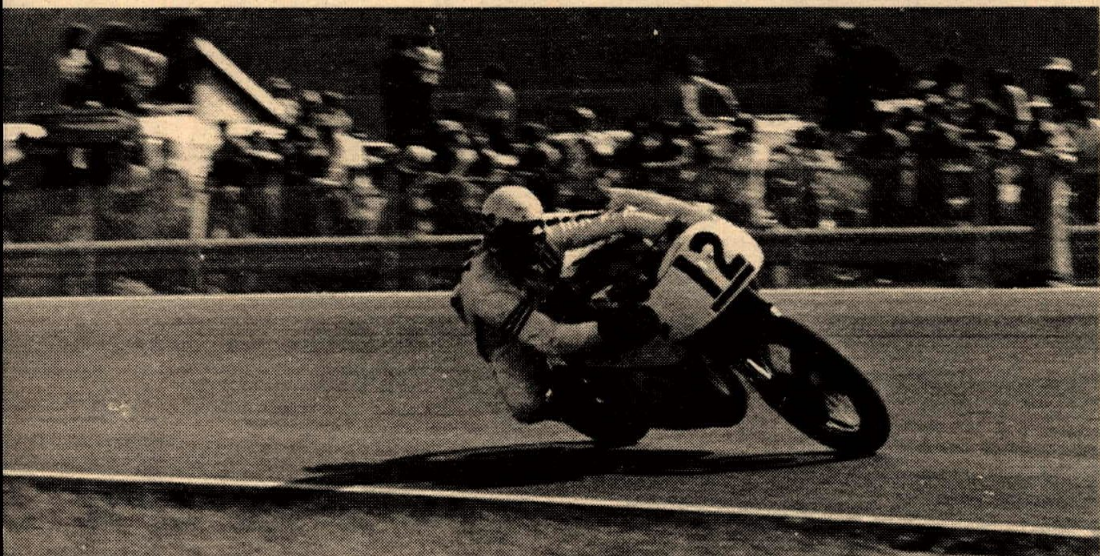
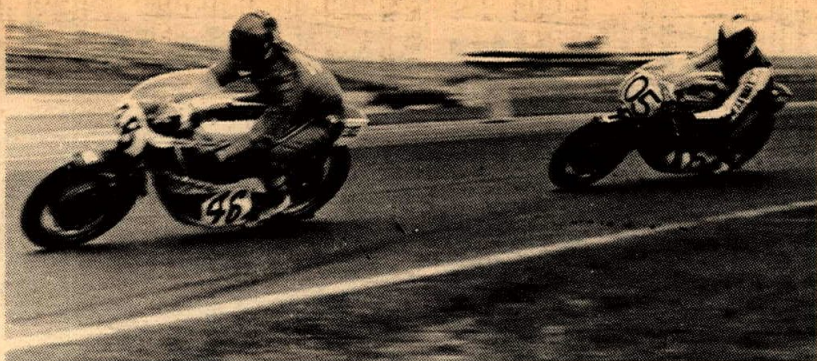


Above: Romero, Carruthers, Don Woods

DA

Mann Did.

ve McLaughlin pursues
y Hardwick in the
e. Below: With Fisher
sight, Hailwood and
catch the Kid in early



INcredible! But they were nearly a lap behind Mann's BSA... not a hope unless the two leaders blew. And Mann knows how to keep a machine together.

No so Smart. The Triumph was smoking like a chimney now. Smoke poured out of the breather hose — a very bad sign. Paul Smart parked the worn-out triple in the pits and the crowd went crazy. Just like last year, Bugs was going to win!

No question about it. The fans waved and hollered their love as Mann toured the dwindling laps. Not even leaning very much on the turns, setting a new record every lap with ease. From somewhere back, Don Emde began to make his bid and passed Rieman for 3rd. Rieman's engine chuffed noisily with 1/2-mile to go. It had swallowed a piston, but he finished on one cylinder.

In Victory Circle, Mann collected the glory he deserves for becoming the 4th man to win two-in-a-row 200 milers. He had hit a pylon back on lap 27, in a nasty excursion off turn one, and injured his foot. Feeling was just coming back, replacing the numbness, and it hurt.

Mann won \$5,000 prize money, plus about \$1,625 lap money, as well as contingency prizes from Bell, Champion spark plugs and Bates Leathers. Bates paid him \$1,000 and \$500 to 2nd place Romero and \$250 to Emde for 3rd.

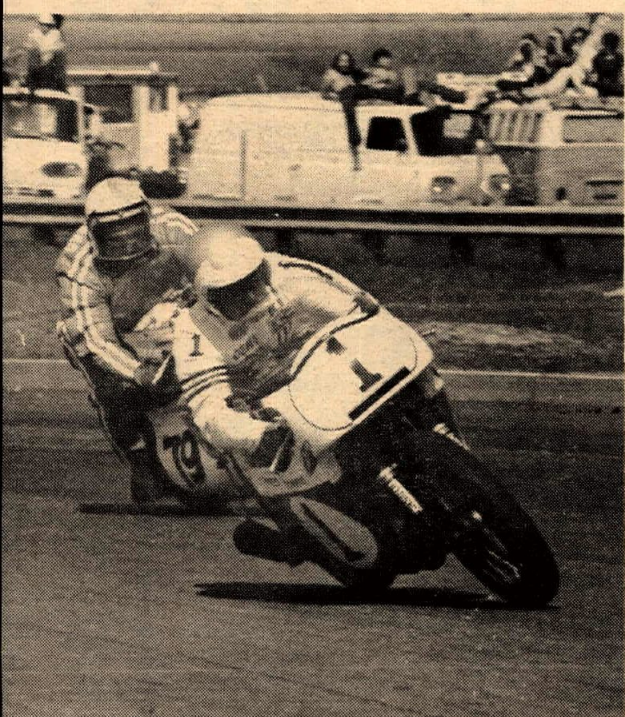
(Results on page 30)

APPARENT DISCREPANCY OVERLOOKED

During the customary teardown and measuring of the winners, it was suggested that the gas tank capacity of the top three machines be checked. AMA rules specifically limit the road racers to 6.2 gallons maximum load. This works a particular hardship on the fuel-guzzling two-strokes, which have to make two gas stops in the long races like Daytona. Officials of the AMA pumped 6.2 gallons into Mann's tank and stopped. "It's legal," they said. But the gas was still an inch or two below the filler neck.

Six-point-three gallons were dumped into Romero's tank before the pump could be shut off, and it still had capacity to spare. Officials had to measure it four times before it came out at 6.2. Meanwhile Reiman's 4th place Harley was measured, just in case of disqualification. It was 6 gallons exactly, even with the neck filled up and the vent plugged.

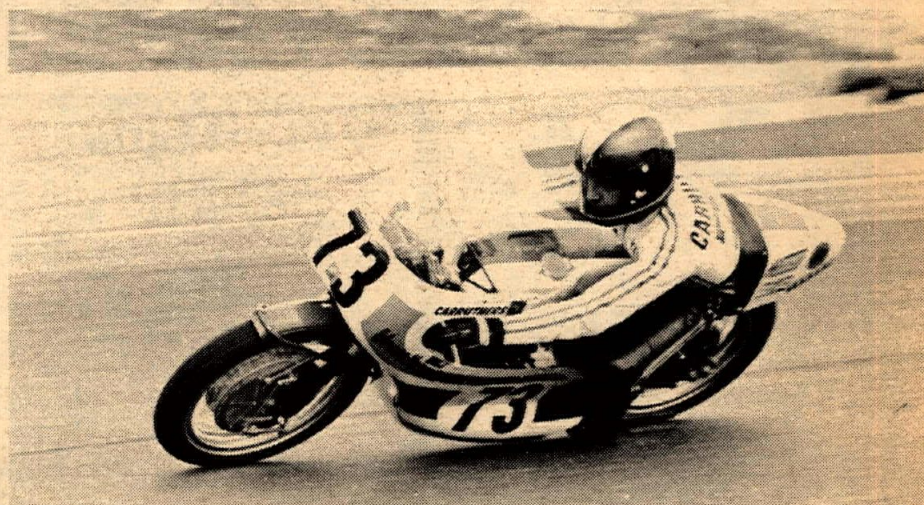
I don't know if the BSA-Triumph tanks were deliberately made oversize (without the riders' knowledge or consent, of course) or if the factory innocently substituted the large Imperial gallonage for the U.S. measure. But the rule was intended to apply to all — not just the two-strokes. In cheating, as in pregnancy, there's no such thing as "just a little bit."



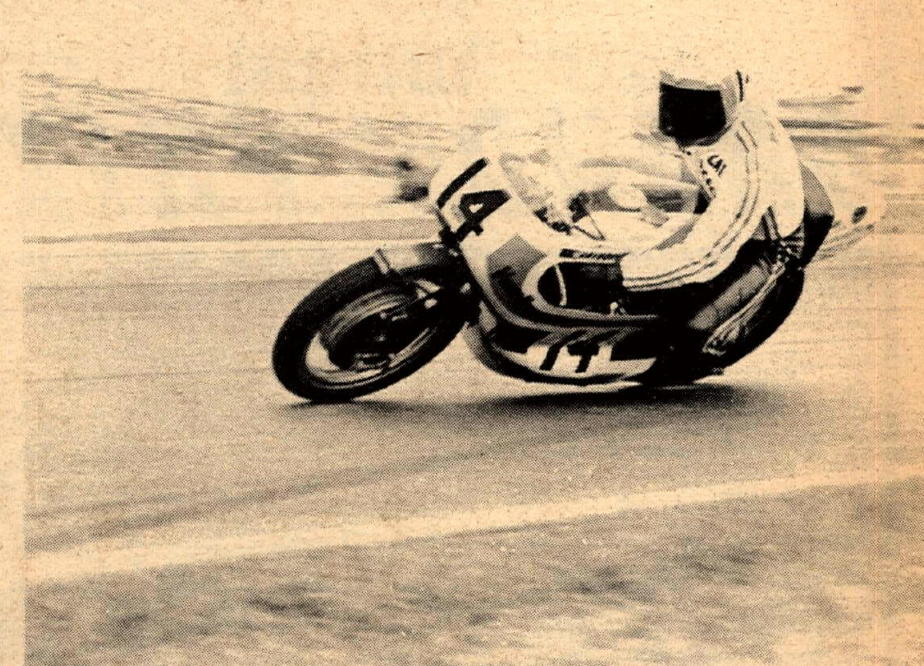
he results seemed like a repeat of 1970, with Gene (1) winning 2nd to Bugs. Top Right: Rider/tuner/winner and sponsor Don Vesco. Lower Right: Dixie Cycle News' s and Hasselblad.



Motocross action brought extra thousands to the Speedway on Saturday, who stayed to watch the Yamahas win the 250cc road race.



Above: Carruthers in action in the 250. The swift Aussie decided to stay in the States to race & tune for himself and Cal Rayborn (below), who was runnerup in the lightweight classic.



DAYTONA SPEED WEEK

... 38,500 Watched Mann Win 200

Kel Paces Cal In 250cc

By Don Woods

DAYTONA, FLA., March 13, 1971 — Thomas Vardeman, a Junior class rider from Cypress, California, finished 39th in the 100 mile combined Expert-Junior 250cc road race here today. Vardeman's feat may not sound especially significant until you realize that he and the other 36 riders in front of him were all on Yamahas.

Twisting wrenches on two of these bikes was an Australian by the name of Kel Carruthers. You may remember him for another of his talents. He won the 1970 version of this same event. Carruthers and teammate Cal Rayborn blazed away from the field at the start of this year's event and except for two brief challenges by Rayborn, Carruthers had an easy time taking his second straight victory.

Rayborn said that the only time that he could stay with Kel was when he was drafting him. Carruthers commented that his tachometer broke sometime after the start and he was really worried about when to shift gears. He said that he "just wound her up until it went 'blaaah' and then shifted." About the time his tach broke he pulled a 5 second lead on Rayborn and kept it for the remainder of the race.

Finishing third was a young, first-time rider from Milford, Mich. Duane McDaniels. Duane could not keep with the two experienced Experts and was almost two minutes behind at the finish, although still quite a bit faster than the other 63 entries.

An estimated 23,000 spectators were on hand to see Carruthers set a new record for the event. Kel averaged 101.366 mph, almost 3 mph over his winning 98.857 of last year.

Stalling his bike on the starting line and having to make up almost a full lap on the field, first year Expert Rusty Bradley was the only rider to gain on the two leaders. Rusty made it into 10th spot by the time the checkers came out. Making a charge in the last half of the race, Gary Fisher, who spent last season dueling with Bradley, worked his Yamaha into 4th at the finish.

Finishing in 8th and the first Junior rider was young Harry Cone of Sherman, Texas. Harry was one of the top Novice road racers in 1970.

Coming in 5th and 6th were Steve McLaughlin and Ray Hempstead. McLaughlin, of Duarte, California, was involved in a 4-bike duel for 3rd early in the race and finally fell a little off the pace. Hempstead, who finished 3rd in the 100-mile Amateur race last year, was one of the seven first-year Experts in the top ten finishers.

Carruthers picked up \$1,400 of the 5,500 dollar purse. It must have pleased him, for now the 18-year veteran of world wide road racing competition says he'll remain in the states this year and compete in all of the national championship road races.

(Results on page 30)

Autrey won every race he was in all evening, but got a little nervous toward the end of the feature and, tried to dirt-track the machine for the last two laps. It didn't work and three other hard charging young riders made it a big night for Ossa as Mike Johnson, Scott Brelsford and Dale Furst took one, two and three on their little bears.

Friday night brought the largest crowd out to ever try and attend a short track event. In past years, since the stands are sold out anyway, the promoters have looked the other way when hundreds of spectators stand on their trucks and peek over the wall. This year, the local gendarmes added to their income by taking some of the more hardy of these peekers to their local streamlined 'court' where the 'judge' pounded cash register keys instead of a gavel.

In order to make the program, a rider had to win his qualifying heat against 5 riders. Although Junior rider Kenny Roberts had dominated the indoor races at Jacksonville a few night before and won his first regular heat and one of the semis, he couldn't get it all together for the feature and went across the line with a respectable third.

The surprise of the evening was first year Expert Rex Beauchamp, who won every race he was in. Rex spent the whole night showing the rest of the riders that four-stroke engine aren't dead yet as his little Harley Sprint walked far ahead of the rest of the field.

Gary Scott, who took the Junior TT race at the Atrodome proved that you don't have to be an Expert to do well as he came across the line in the feature behind Beauchamp.

Former World Speedway Champion Barry Briggs had won his heat and got a second in his semi, but the fast slick track surface did him in in the feature and Barry had to be content with seventh place.

Saturday's short track started at the same time and in the same place, but it was a different race altogether, as the qualifying heats brought in an almost totally new field.

After out-running Briggs in the first heat of the night, Junior rider Ed Salley of Dalton, Georgia went on to zap all competition in the 10 lap feature. The only time during the evening's activities that Salley had any trouble was in the Trophy Dash, when Briggs got everything working right and took the gold away.

Right behind Salley in the feature was Mike Gerald who was one of the few riders that made the feature on both nights. The Baton Rouge, La., rider brought out the now indisputable fact that these young Junior riders are getting faster and faster every year. Never in the history of the short track races at Daytona have so many young riders been in the thick of things with the seasoned experts.

(Results on page 30)

another Yamaha. Riding yet another of the popular twins, Douglas Teague of Grosse Point, Mich. was beginning to move up.

They ran that way for ten laps until Teague began to slip off the pace just enough to let a hard-charging Howard Lynggard pilot his Yamaha into the third slot for a three-way duel with James and Autrey. John Long of Miami, Fla. also got by Teague and began closing the gap on the leaders.

By the 21st and final lap Lynggard, who hails from Duarte, Calif., had won a shoulder-to-shoulder four-lap duel with the stubborn Autrey and flashed by to take the checkered flag. Long had James but was unable to get the goods on Autrey and had to settle for third place. Kenneth Adams drove steadily from the middle of the pack in the early laps to a shaky sixth by the fifteenth lap. Not liking the uncertainty and insignificance of the spot, the Dalton, Ga. ace found a little more steam and scooted up to fourth by the time the flag dropped.

Way down the line, following 19 phenomenal Yamahas, to be exact, was St. Augustine, Fla., native Don Hollingsworth, who had the distinction of bringing in the first four stroke as his Harley Spring breezed by the flagman, with 9 more Yamahas breathing down his neck.

(Results on page 30)

Short Track Races

Traditionally three highlights of the Daytona Speed Week are the short track races. This year was no exception. Starting Wednesday night with the novice races, the three nights of racing pack the little Daytona Memorial Stadium to capacity.

The Novice races were more popular than ever this year with the largest crowd ever to see the first year riders going for the prestigious win.

Scott Autrey, a young Bellflower, California rider, got quite a different type of ride for this event. Barry Briggs lent him his speedway-type Yamaha twin. Autrey proceeded to keep the crowd on its feet all night with his version of speedway style.



Gary Fisher get'un with it.

76 Mile Novice Race

DAYTONA BEACH, FLA., March 12, 1971 — The fellows down on the starting rid sitting on their machines and thinking about the coming race haven't yet acquired the near magical status of Expert, but each one, in his own way, was just as serious about racing and just as determined to bag this one as each of the experts would be in the 200 miler on Sunday.

Over eighty riders had signed up for the 76-mile Novice road race and the list of bikes amply demonstrated the solid preference for two-stroke machines, as a mere fifteen percent were four-stroke thumpers.

As the starters flag dropped, it at once became obvious why the Japanese two strokes are so popular as the first twenty or so positions were held down by them.

Graham James, riding a Yamaha out of Florence, Ala., held the lead after five laps, although Bellflower, California native Scott Autrey was pressing him on



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Under the rules and sanction of the American Motorcycle Association, I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the American Motorcycle Association and the District Committee and I further agree to hold blameless the American Motorcycle Association, the Viewfinders Motorcycle Club, Inc. and any property owner or owners and agree to assume any and all risks for any loss or injury to myself or property in which I may become involved by reason of participation in this contest. I do also agree to assume responsibility for any property damage which I knowingly initiate.

I have read this entry blank. Yes ☐ No ☐

Types of points wanted — Desert ☐ MX ☐ TT ☐

Signature required _____ Date _____

STATEMENT OF NOTARY

(Required for applicants under 21 years of age)

I, _____, being of legal age, do hereby Certify that I am the _____ of _____, a minor. I further sayeth that I hereby give my consent for said _____, minor, to compete in all Viewfinders Motorcycle Club, Inc. events, hereby releasing the A.M.A., District 37 Sports Committee, property owners, and Viewfinders Motorcycle Club, Inc. for any and all liabilities. This Statement of consent valid until January 1, 1972

Dated this _____ day of _____ 19 _____

STATE OF CALIFORNIA

COUNTY OF _____

On _____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person whose name is subscribed to the within instrument and acknowledged that _____ executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in the certificate first above written.



Notary Public in and for said County and State



Bohn Gets Gator Win

DAYTONA, Mar. 11, 1971 — The two top contenders for this year's National Enduro Championship, Ron Bohn and John Penton, met in open battle this week in the alligator filled swamps of Florida. The event was the Alligator Enduro, a National Championship, held each year in the middle of Daytona Speed Week.

This year one of the big determining factors was not endurance but discipline. It seems that a citizen who had given permission for the run to cross his land, changed his mind, forcing a last-minute change of course. The organizers exercised the only option they had and ran the last 25 miles of the run down the road. Holding a bike to 24 mph on a super highway for an hour after a reasonably tough enduro requires iron self-control and many found they were lacking in this necessary element for winning performance. They hit the final check smoking hot and either lost bundles of points or were disqualified. (According to A.M.A. rules, a rider who arrives at a check 15 minutes early is automatically disqualified.)

Only the last miles of the 104-mile run were pavement, however. The first 75 were swamp, deep, deep sand and an alligator mating pond. Jump that log gently or it might open up and bite you!

Sweepstakes winner was Ron Bohn on a Husky with 992 points, but his chief competitor is not far behind. John Penton fresh from a win at the Stone Mt. Enduro, also on a Husky, took the class win for A riders in the 500cc class.

Another nationally known rider, Doug Wilford, took Class A honors in the 200cc class.

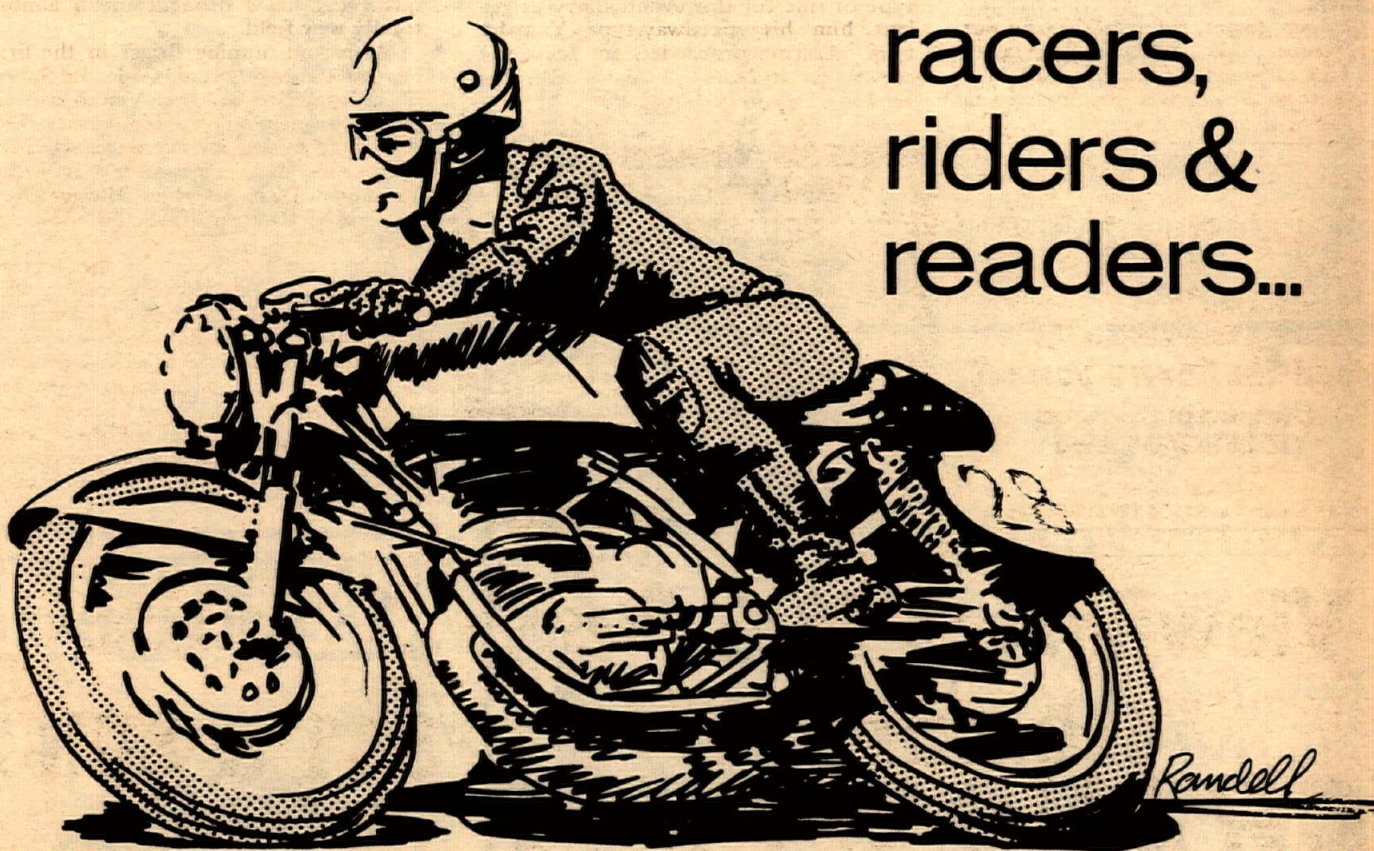
Lots of well-known people rode the event. Tom Clark, AMA Professional Racing Director finished and was awarded the trophy for the Executive class (filled with Martinis?). Bill France

Jr. who is as well known in motorcycling's sister sport auto racing finished 9th on a Kawasaki in the 200cc Class. Doug Thoms and Lew Buchanan, executives of that august body of the Federal Department of Transportation, rode and finished, Lew on an Ossa, Doug on a Yamaha. Thoms' boy

suffered one of the few serious injuries of the day, with an injured back.

Other winners were: Sherill Kennedy (Pen) 200cc Class B, Norman Ford (Husky) 500cc Class B, Benny Bootle (Pen) 100cc Class A, Ken Scharphorn (Pen) 100cc Class B.

(Results on page 30)



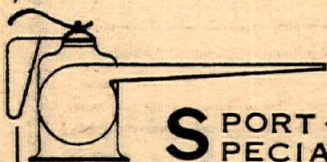
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DAYTONA M-X CLIMAXES FLORIDA BUMP 'n JUMP SERIES



Above: Bryan Kenny. Right inset: Barry Higgins.

By Don Woods
DAYTONA, FLA., March 13, 1971 — You'd reach up to scratch and jam your finger in somebody's ear, or reach for some change to buy a Coke and somebody starts yelling "pickpocket, pickpocket!" Some fifteen thousand people, well oiled with suntan lotion, were wedged and crammed around the motocross track in the infield at the Daytona Speedway for the grand finale of the super-successful Florida Winter-AMA Series.

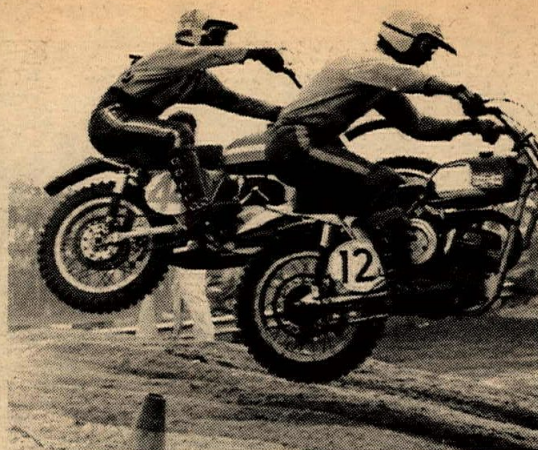
With the combined Junior and Expert 250cc 100-mile road race to be run later in the day, things had to get underway early Saturday morning and move at a steady pace. But those of you who've been around motocross know that efficiency is more often than not the strived-for, but never fully realized ideal. Originally scheduled to begin at 8 a.m. and last for one hour, practice was delayed until 9:15 and the riders were given thirty minutes to familiarize themselves with the track while fighting the fender to fender traffic around the crowded course.

Not that there wasn't a reason for

the delay — there certainly was. AMA Director of Professional Competition Tom Clark came on the scene early and proceeded to alter the program with an announcement that "we've gotta get this thing over with. We've got a road race to run. After thusly endearing himself to the motocross folks, Clark committed another no-no when he relieved popular AMA Referee Freddie Ephrem (a favorite with riders and fans) of his duties for the day, and stepped in to "speed things up." But you know how it is, this motocross stuff is just frills and window dressing — a mere preface to the road race.

After a few more program changes, things got underway with the first ten-minute qualifying heat in the 250cc class. So many riders signed up that it would have amounted to first degree massacre to turn them all loose at once; so it was decided to eliminate some of the riders by holding two ten-minute heats as preludes to the final 20-minute moto.

Husky mounted Gunnar Lindstrom jumped to a quick lead in the first heat with Barry Higgins breathing down his neck. After a few laps, Higgins got his wheel inside Lindstrom, and Gunnar waved the flying New Yorker on by and contented himself with second place points in the moto. Gary Bailey mounted on a stock 250cc Bultaco PurSang, (having been lured away from



Gunnar (12) Lindstrom took 250 class for Husky.

of the others in the heat, Bailey crossed it up coming over the jumps of the course we'd designed and wheeled from corner to corner all over the track. Meanwhile Zane Kent was getting his best ride of the series as he finished second with no time lost due to crashes or the bothersome breakdowns that have plagued him thus far.

In the open class, Bob Grossi, riding a Husky out of Santa Cruz, California, took the first moto after he got by series stalwart Jim Weinert. However, Bob inadvertently cut a corner and was penalized one position, thereby giving first place points to Weinert.

In the final open moto, American Motocross Team Champion Bryan Kenny was the man to watch as he smoked everybody and cruised to a win. Riding consistently all along but just getting it all together in the last few events, the handsome, reserved Kenny, whose business-like style lacks some of the flash and dazzle that pleases the spectators, left little doubt in anyone's mind that his final top standing in the series is not disproportionate to his ability.

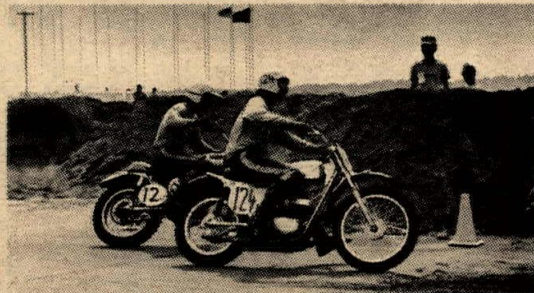
A consolation race for the riders who hadn't made the cutoff in the qualifying heats added the 18 top finishers to the final 250 moto. Lindstrom, following his second place finish in the first heat, seemed determined to make it up in the all important final as he got a fast start and very quickly moved into the lead. Gunnar was passed on two occasions by Higgins, but cemented his hold on first place with some fantastic, athletic riding. Higgins built a good lead over Bailey for second place.

(Results on page 30)



Gary Bailey, above, laid out the course on the Daytona infield to include some pavement, making it the 1st Grand Prix motocross in history.

Greeves) did it to everybody in the second qualifying heat as he put on one of the most fantastic displays of razzle-dazzle, showboat riding we've ever seen. Clearly far superior to most



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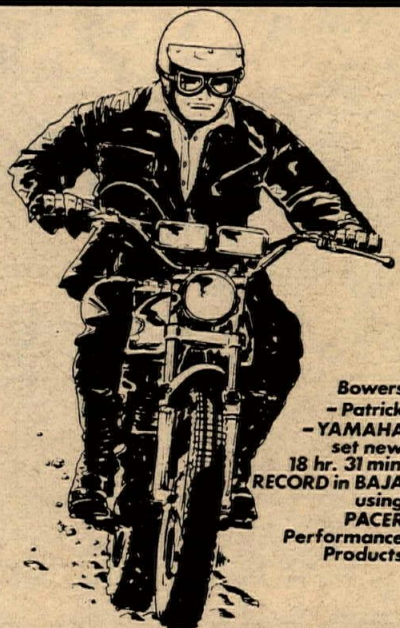
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MX Track Has Fiery Beginning



By Dodie Stingley
CROWLEY, TEX., March 7, 1971 —
"Great" is the only word for the new motocross track here sponsored by two equally great guys, Charles Ivie and Coy Latimer, former sponsors of the Lake Worth Motocross Park which is no longer operating. The new track has a little of everything it takes to make motocross exciting and a challenge. It was a beautiful day as the warm sun took the chill out of the air.

Phil Snipes again stole the show as he led the way every heat in the Open Sr. class on his CZ. Phil, a very skilled rider, is well on his way to the top. He is fast becoming recognized as one of Texas' best motocross riders. For the past three Sundays he has won first place prize money in the big class. It's quite a thrill to watch this boy slide around the turns and leap over the jumps.

Ken Snipes, (CZ) brother to Phil, rides in the 250 Sr. class is also some mighty good competition for Anthony Jones and Rocky Timmons. Ken grabbed the lead in the 2nd moto and held it for nearly 3 laps, but was overtaken by Jones (Hus) who came in first all three motos. Timmons led for eight laps out of the three heats, but ended with a third.

Ole Finstad (Pen) looked mighty good today as he and Joe Joiner (Puc) battled back and forth for the lead. Joe took a super spill and DNFed.

There was plenty of excitement at the track today besides the races. It seems someone was doing some last minute welding on his 125 Sachs when a spark ignited the carburetor and it burst into flames. In the confusion the gas line got knocked loose and it really went up in flames. The crowd that had gathered scattered as several grabbed their fire equipment and began dousing it with sand, water and foam. They finally managed to put it out, but someone has sure got some cleaning to do, the seat burned up too.

(Results on page 26)

Texas' newest motocross park is loaded with jumps.



CYCLE NEWS March 23, 1971 Page 23

UP FRONT and that includes machines of 500 & 650cc's

HERE'S WHAT WE MEAN BY "UP FRONT"

Sandblasters Hare & Hound — 3/7

1st OVERALL

Tom Poteet — PurSang

3rd OVERALL

Larry Pfutzenreuter — PurSang

Desert M.C. Hare & Hound — 2/28

1st OVERALL

Larry Pfutzenreuter — PurSang

Orange Co. Hare Scrambles — 2/21

1st 250 Expert (2nd Overall)

Larry Pfutzenreuter — PurSang

1st 125 (11th Overall)

Ken Buckspan — Sherpa-S

Checkpoints Hare & Hound — 2/14

1st OVERALL

Larry Pfutzenreuter — PurSang

1st 250 Expert (5th Overall)

Wes Anderson — PurSang

Here is more UP FRONT riding

Motocross — Bay Mare, 3/7, 100 class Ken Zahrt — Sherpa S., 250 Sr. class Steve Scott — PurSang. Hillclimb — Saddleback Park, 3/7, 250 class Doug Hall — PurSang. TT & Flat Track — Trojan Speedway Dan Corbett — PurSang a consistent winner since the beginning of '71 season.



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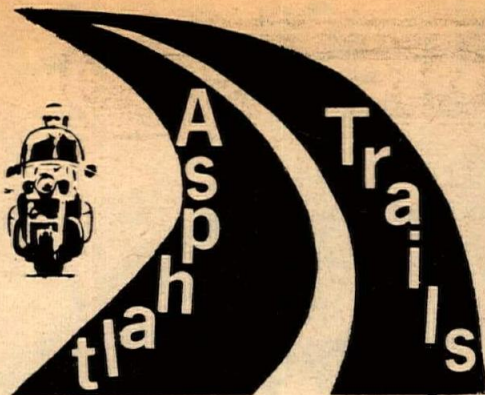
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Howard J. Eble, Jr. cut his teeth on biking some 18 years ago in Cincinnati, Ohio with an 80" stroker for a start.

He has been a member of the late Flying Arrows M.C. for three years and a member of the Highway Kings till his resignation last March. As a member of the Highway Kings he was their representative to the Road Riders Committee of So. Cal. for ten years. He has been active in road riding in California for 13 years during which time and still to the present he can be found touring just about anywhere within a 500 mile range of the L.A. area.

He has participated actively in a large number of road riding presentations throughout the years and is currently Co-Chairman and coordinator of the CBM (Committee for Better Motorcycling), President of the American Outriders Association, Co-Chairman on the Mexican Motorcycle Vacation Tour, and has chalked up 16 years in the American Motorcycle Association.

Howard is also advertising manager for the SCMA newsletter. His column will cover the road riding scene in the west and appear monthly in Cycle News.

By Howard J. Eble Jr.

1971 started with a big bang for the road riding faction of the sport in the form of the Majestics M.C.'s (SCMA) first run of the year. Overcast weather did not daunt some 829 riders seeking adventure. Even with the ample room at the new facilities of Whittier (Calif.) Harley, it quickly became apparent that there was a definite lack of elbow space. In addition to the Los Angeles area start, the Bakersfield Red Tops handled a start for the riders coming in from the north. At the finish at the Rose Bowl in Pasadena was a conglomerate of outriders and clubs arriving from the Mexican border all the way, 530 miles north from the San Francisco Bay. The run was handled well and the finish offered free chili, lawn games to enter or watch, and a nice little plastic pin as a memento.

RIDING AROUND THE RUNS

On the following weekend the Knights M.C. (RRC) sponsored a run starting from Pomona Harley. Although the morning came complete with a heavy fog, some 347 undaunted riders were willing to make book that this would burn out before the day was over. Sure enough, before the morning ended, the fog was over and you started picking up your vitamins from the reticent sun. Although the run itself was handled well there was some disappointment over the fact that although they advertised "tour award", what you received was another "Dewey button".

The first road run of the year for the north started from the Port of Stockton M.C. clubhouse in Stockton, Cal. with cool and hazy weather. The sponsoring club had anticipated 150 to 200 riders and were caught flatfooted when they had 348 sign-ins. This was largely due to the fact that the SRRCA Calendar had issued the date of the Manteca Golden Bears M.C. on that date in error. Result: quite a few riders showed up for the Golden Bears run and were re-directed 12 miles north to Stockton. The road course took me through some of the most beautiful countryside I have had the pleasure of riding for some time. For a while at least, I could enjoy clear fresh air instead of the smog I have been used to.

I returned the following weekend to Manteca and arrived in plenty of time at the Golden Bears clubhouse for the party Saturday night. In addition to the dance they had provided a large tent for the sleeping bag crowd and this was enthusiastically utilized. My only comment on the festivities for that night would be to say that it was a shame I could not stay for the dance on Sunday night (Dad burn it)! The dance, run, breakfast, lunch and all facets of the operation were well handled and I heartily recommend this fun run to all who can find a chance to participate.

Before I started back to Smogville, USA, I accompanied the Fremont Travelers M.C. back to their homegrounds and looked over the planned finish for their run. They will be having a live band complete with dancefloor, bar, grill, three pool tables, ample parking and this looks to be a fun run to put on your must list.

CARSON CITY COMING UP

There has been much speculation from the riders as to whether or not the CBM (Committee for Better Motorcycling) will again promote the

Bonanaza Tour to Carson City, Nevada again this year. The answer is definitely YES. It will go again on Labor Day weekend and for this the Hot Springs have promised the full facilities of their kitchen to CBM. Along with the culinary expertise of Big John Brandt they will not have to depend on the whims of a local cook who let them down last year. Even if your interest does not run towards the gambling available, the ride alone is worth it. MEXICO MOTORCYCLE RUN, ANYONE?

For those looking for a two-week vacation that is different, interesting and downright fun, the Mexican M.C. Vacation Committee is still taking signups and inquiries for two weeks into Mexico from Mexicali to Guadalajara and back. This will be from April 17 to May 2nd and at present it looks like possibly there might be some 80 riders going. There will be a pickup truck following with spare parts for the more popular machines. Anyone interested may contact Tom McNair at 17073 Fredkin Dr., Covina, Calif. 91722 or call him at (213) 966-3227. Mention that you saw it in Cycle News, *por favor!*

THE OTHER KIND OF PUBLICITY

There has been much comment in the past that the only motorcycle publicity is the bad kind. I was quite pleased when a local tv station offered an hour program on motorcycling for viewing. KCOP TV attempted in one short hour to convey to the general public what it was all about. The theme basically was man's seeking of a personal identity, his search for adventure, his feeling of being alive, to be the master of his destiny, and that in some small way he has found a way to escape the system that beats him down.

With much ground to be covered in a short time the average rider could probably pick out flaws or something that was unsaid, but in general the program was well presented and if only a handful of people improved their thinking about bikers as a result, it was well worth the effort.

Of particular interest, it was pointed out that most of the slanted public conception of bikers has resulted from not only the 1%'s but also largely from the sensationalism-seeking news media and in a large part, money-hungry klutzes in the movie industry. I admit that man's love affair with a motorcycle is something that has to be ridden to be believe and also that a "Ride A Steel Horse" is part of every man's dream.

AMA AND ROAD RIDERS
Early in 1970 the AMA announced its intention to raise the dues to \$5 with the inclusion of the AMA magazine. The resulting reaction made it clear that this would not be conducive to the future growth of membership and the retention of the present members.

Then came the bright idea that what we needed was a new emblem and a contest was started that provided mixed reactions. This culminated in an announcement that after Daytona there would be a vote taken of the general membership for the final decision through the AMA magazine.

Suddenly at the last moment in 1970 came the announcement that the dues would go up to \$7 yearly and then the bombshell burst with fury. This would include the usual \$2 dues, reinstatement of the year pin, provision for legislation lobbying and inclusion in an insurance

program. The basic idea of some form of insurance is not to be ridiculed or maligned, since you can not obtain the coverage offered for the price.

However, the basic promise that the rugged individualist who took up biking as a means of expressing his personal identity, to be master of his own destiny, or to escape the conformity of the masses should meekly knuckle down to the dictates of a minority seems about to be refuted. In talking to riders from all over California and northern Nevada it has become clear that the general opinion of the Road Rider at least, is that this choice should be optional rather than mandatory. This has resulted in a large number of clubs voting to waive AMA membership requirements on their runs. Unfortunately, there is no way that a "group insurance" can leave anyone out.

The SCMA has been quick to perceive the situation and has started a concentrated membership promotion to recruit the dissidents.

If the present formulation of ideas and execution of policies by the AMA Executive Board continues, it well may be that they will find themselves minus the membership of those who are strictly Road Riders.

Contrary to the optimistic plans of the "E" Board, I myself personally have little faith in the ultimate benefit to the Road Rider.

As a case in point I have talked to riders who have finished No. 1 in the Sportsman point standing in their

District and they have told me that nothing had been received from the AMA for this. It had been my understanding that such standings would warrant an award from the AMA of some sort. If I have been incorrectly informed then I should wish to be corrected on this matter.

In late 1969 I drafted and submitted to the AMA Competition Congress a complete set of Road Rider rules patterned after the Sportsman rule book and this was accepted with a few minor changes. In January '70 I talked to Gary Payne, then deputy director of the AMA, and was informed that they would be coming out that month either as a separate rule book or as addendum to the Sportsman rule book. Nobody has seen them yet. Presumably they were vetoed by the "E" Board (which has that power).

One of the main concerns expressed in the past by the AMA has been a lack of communication to the general membership of the mandates of the "E" Board.

I submit that this is a two way street and that the AMA should be receptive to the concerns of the general membership.

I further submit that an organization of this scope should be democratic and that a minority of about 125 class "B" members with vested interests should not have dictatorial power over 120,000 class "A" members without recourse.

Anyone wishing to express another stand on this matter can drop me a line to P.O. Box 1811, Glendale, Ca. 91209.

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BOWERS-PATRICK TEAM TO BEAT IN MINT 400 RACE

LAS VEGAS, NEV. — Phil Bowers and Mike Patrick will return to try for their third consecutive Mint "400" Del Webb Desert Rally motorcycle victory March 21, but they won't predict another win.

"You can't go up there with the idea of winning again," said Bowers, a 30-year old school teach in Chino, Calif. "We'll just do as well as we can and hope for the best."

Bowers pointed out that this year's Mint "400" motorcycle field is the toughest yet, featuring factory teams from Yamaha, Husqvarna and Bultaco, plus a large factory-supported Kawasaki contingent.

The one-day motorcycle event March 21 is more than a prelude to the two-day race for four-wheel vehicles March 22-23. It is the richest off-road motorcycle race in the world, according to Mint "400" director Mel Larson, carrying a \$14,050 purse and more than

BLUE BOOK OUT

The 19th edition of the official Motorcycle & Scooter Blue Book published by Hap Jones is now available. This is the only price book recognized by the entire motorcycle industry — dealers, manufacturers, distributors — as authentic and is compiled with their assistance.

The Blue Book gives complete information on all current year models as well as listing the average trade-in and retail prices for all major used motorcycles and scooters for a seven year period. The prices are compiled from the actual sales records of leading dealers throughout the United States.

The Blue Book is available only to authorized motorcycle and scooter dealers, financial and banking institutions, and insurance companies. The price is \$2 and requests must be made on a firm's letterhead. Write to Motorcycle & Scooter Blue Book, P.O. Box 3068, San Francisco, Cal., 94119.

SRA MEETING

The Speedway Racing Assn. will hold its general meeting April 7 at 135 W. Union in Pasadena. Riders wishing to retain their numbers must join the association on or before the general meeting

\$6,000 in manufacturers awards.

Riders who hope for the \$7,000 guaranteed first place money could do worse than tune in on the race plan of Bowers and Patrick.

"We are just now starting to build our Yamaha 360 for the race," Bowers said. "It will be just like the desert race bikes we have built before, with the exception that it will have a light if we have to run in the dark."

"We hope to finish before the sun goes down like we did last year. Running after dark, especially if you don't have a light, can cost you a lot of time."

Jim Martino and Malcolm Smith, who finished second 12 minutes behind Bowers and Patrick, may have lost the race when Martino had to slow down after dark, Bowers said, because he had no light.

Bowers' teammate, Patrick, is a 29-year-old motorcycle dealer in Corona. He purchased his agency, Bowers said, with money he won last year at the Mint "400".

The most successful motorcycle team in desert racing capped its two Mint "400" wins with a victory last November in the Mexican 1000.

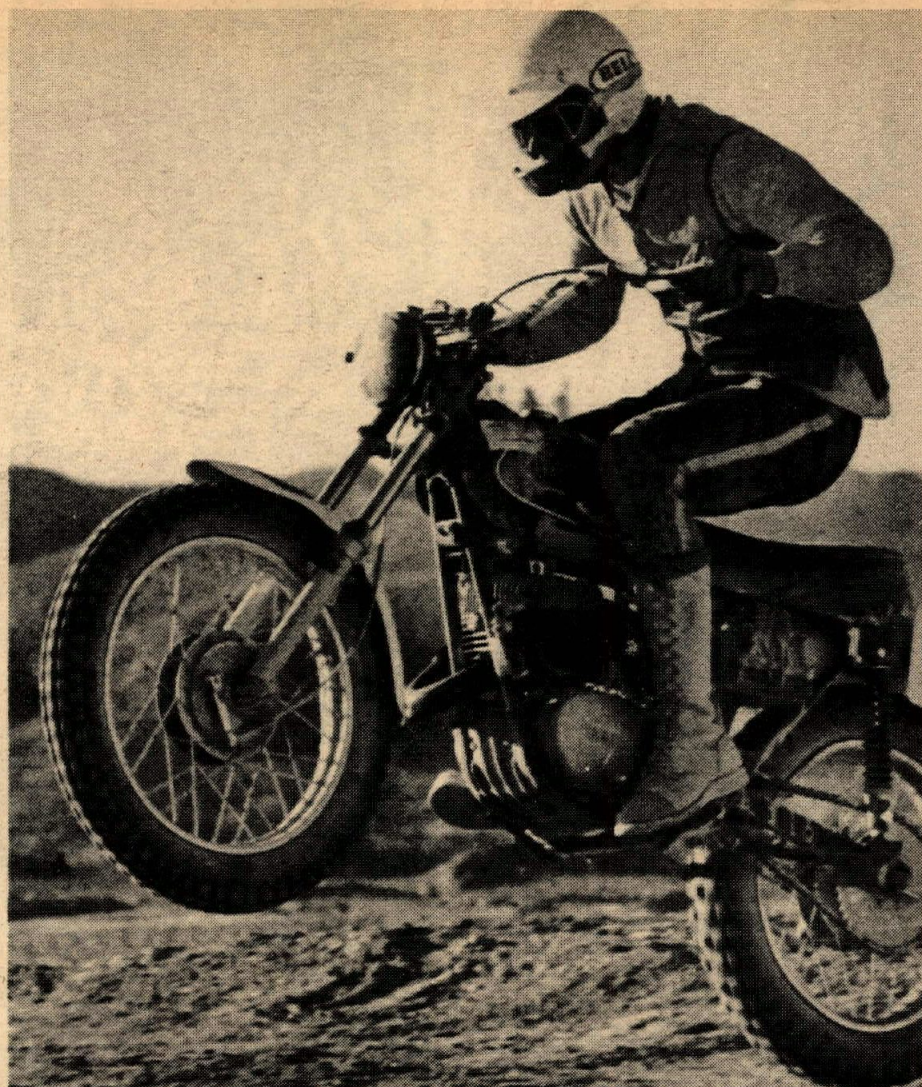
Motorcycle racers — so far nearly 100 are entered — will speed eight times around a 50-mile course carved out of Southern Nevada wilderness between the Charleston and Sheep Mountain ranges.

The up-and-down terrain is deeply etched with dry washes and studded with thick brush. It is considered one of the most treacherous and demanding courses in the world.

Still, according to Bowers, it is one of the safest in the world for cross-country motorcycle racers.

"To tell the truth," Bowers said, "the Mexican 1000 isn't any fun unless you get to La Paz, the finish line. Mike and I belong to a club which puts on the annual Barstow-to-Las Vegas run, and this year we had 2,000 riders."

"I was working the third checkpoint, about halfway between the start and the finish. Only 400 riders came by me. We were picking up guys all over the desert all night."



Mike Patrick approaches the Mint "400" finish line to win the richest motorcycle purse in history. Patrick and co-rider Phil Bowers took home \$6,400.00 in their second Mint "400" win in two years. This year's Mint "400", set for March 21st, will offer an even larger purse.

"At the Mint '400', you're never very far from the finish line, and it's not usually difficult to find a stranded rider. If you get in trouble, somebody's usually there, and everybody speaks the same language."

Race director, Larson, added that

entries for both the cycle race and the four-wheel event are still being accepted and will be right up to close of registration the day before each race.

Race information requests should be directed to Mint "400", Mint Hotel, Las Vegas, Nev. 89101.

QUIET ENDURO

With all the emphasis these days on quiet motorcycles, how about a quiet enduro? The Ridgerunners M.C. of Santa Cruz, Calif., will present their first annual "April Fools Enduro" this April 4th, start and finish near Harvey West Park in Santa Cruz.

All machines entered must be completely street legal, with mufflers and spark arresters, as well as the usual stop light, horn, mirror, etc.

The run will cover approximately 120 miles — mostly dirt trails with some

unavoidable pavement, and should prove to be an interesting ride for expert and novice alike, as the club will make every effort to avoid bottlenecks and virtually impassable sections.

They hope to award the trophies the day of the enduro, by using the system of scoring outlined on page 17 of the Feb. 16th Cycle News.

The \$5 mail entry closes March 28th — post entry \$10.00. For info or entry blanks, write to: Ridgerunners M.C., P.O. Box 121, East Santa Cruz, Calif. 95060.

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SATURDAY 7:30 A.M. 50 Mile Hare Scrambles. Sign up 6:30 A.M. Race 7:30 A.M.
Little Gem Cycle Park, Emmett (near Boise)

SATURDAY 1:00 P.M. Sportsman Moto-Cross. 125CC, 250CC. Open & Pro Class (any size bike)
Trophies. Owyhee Motorcycle Club Grounds.

SATURDAY 8:00 P.M. Sportsman 1/8th Mile Track — Under the lights. Sign up at 6:00. Race at 8:00 p.m.
125CC, 250CC, Class at Owyhee Club Grounds.

SUNDAY 9:00 A.M. Observed Trials. Sign up 8:00 A.M. P.N.T.A. Sanctions.
Owyhee Motorcycle Club Grounds.

SUNDAY 1:00 P.M. 17th Annual AMA Sanction T.T. Races. Sign up 9:00 A.M.
Time Trials 10:30 A.M. Races 1:00 P.M.

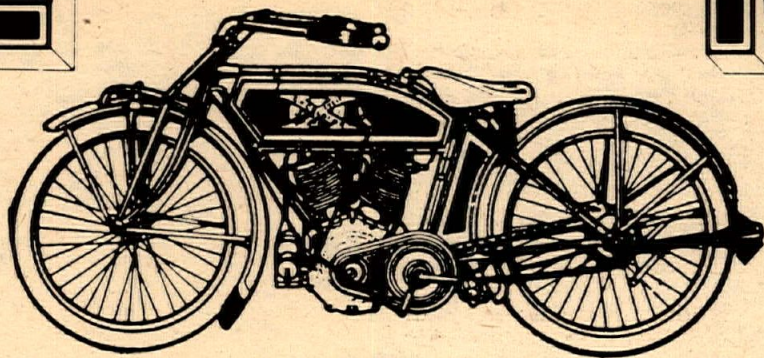
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UPDATE

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WASSUK SCRAMBLERS M.C. — P.O. Box 872, Hawthorne, Nevada 89415. 702/945-3473.

WESTSIDE EAGLES M.C. — P.O. Box 1684, Turlock, Calif. 95380. 209/537-2426, 529-2668.

DISTRICT 37

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RIM RUNNERS M.C. — 2110 Pacific Ave., West Covina, Calif. 91790. 213/338-0255.

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DISTRICT 24

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HUMMINGBIRD M.C. — 703 Noerh 7th, Kelso, Washington 98626. 206/425-8263.

IRISH RAMBLERS M.C. — 907 7th N., Edmonds, Washington 98020. 206/744-0409, 776-0324.

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OLYMPIA TWO-WHEELERS ASSN. — P.O. Box 3244, Lacey, Washington 98501. 206/491-1266, 352-1985.

ROVING GAMBLERS M.C. — N. 322 Freya, Spokane, Washington 99204. 509/487-1450, 925-0579.

ROYAL CHECK-MATES M.C. — P.O. Box 107, Bremerton, Washington 98310. 206/876-2906, 876-2061.

SAN JUAN M.C. — P.O. Box 586, Port Townsend, Washington 98548. 206/385-1928.

SEATTLE KINGSMEN M.C. — 216 32nd South, Seattle, Washington 98144. 206/323-2994, 774-6509.

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SKAGIT M.C. — P.O. Box 334, Mt. Vernon, Washington 98273. 206/336-2469, 629-3346.

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VANCOUVER BLACK CATS M.C. — 3312 Fourth Plain Blvd., Vancouver, Washington 98661. 206/694-3762, 694-7268.

WASHINGTON 99er's M.C. — P.O. Box 88655 — Tukwila Branch, Seattle, Washington 98188. 206/825-5476, 246-1205.

DISTRICT 28

BLUE KNIGHTS M.C. — 10798 S.E. 85th, Portland, Oregon. 503/771-4239, 659-4132.

EL CABALLEROS M.C. — 9225 S.W. 80th, Tigard, Oregon 98223. 503/244-3805, 658-3094.

SCREAMING EAGLES M.C. — c/o Bud Chappelle, 2605 State Street, Salem, Oregon 97310. 503/244-3805.

DISTRICT 36

LIQUID FILLED RACING TEAM — 3533 F Street, Eureka, California 95501. 707/442-9595.

DISTRICT 37

BAND OF GYPSIES — 611 E. Chartre, Anaheim, California 92805. 714/776-6924.

CLIFFHANGER M.C. — P.O. Box 2024, Hemet, Calif. 92343.

DISTRICT 38

BLYTHE M.C. — c/o Desert Cycle Center, 9583 E. Hobsoway, Blythe, Cal. 92225. 714/922-4258.

TIJUANA M.C. — 1186 Paxton Dr., Imperial Beach, Calif. 92032. 714/423-0498.

ORGANIZATIONS

AMERICAN CYCLE ASSOCIATION — 106 No. Claudina Suite 312, Anaheim, California 92805. 714/774-3222.

AMERICAN FEDERATION OF MOTORCYCLISTS — P.O. Box 213, North Hollywood, Calif. 91603. Chapters in Las Vegas, San Francisco, Santa Barbara, Reno, St. Louis, and San Diego.

AMERICAN MOTORCYCLE ASSOCIATION — 5655 N. High St., Worthington, Ohio 43085. P.O. Box 231. 614/888-3436.

AMERICAN MOTORCYCLE SERVICE ASSN. — 11520 San Vicente Blvd., Los Angeles, Calif. 213/465-4680.

AMERICAN TRIALS ASSOCIATION — P.O. Box 2498, Orange, Calif. 92669.

BAJA RACING ASSOCIATION — Box 1803, Calexico, California.

CALIFORNIA MOTOSPORT CLUB — P.O. Box 1402, Costa Mesa, Calif. 92627.

CALIF. TRAIL MACHINE ASSN. — Central Branch, P.O. Box 1508, Bakersfield, Calif. 93302.

CALIF. TRAIL MACHINE ASSN. — Northern Branch, 4085 East Ave., Hayward, Calif. 94541.

CALIF. TRAIL MACHINE ASSN. — Southern Calif. Branch, 149 Apricot St., Oak View, Calif. 93022.

CLASSIC & ANTIQUE MOTORCYCLE ASSN. — Northern Chapter, 808 S. Church St., Visalia, Calif. 93277.

CLASSIC & ANTIQUE MOTORCYCLE ASSN. — Southern Chapter, 1000 N. Cambria Pl., Anaheim, Calif. 92801.

FOUR OWNERS CLUB (Honda 4s) — P.O. Box 60679, Terminal Annex, Los Angeles, Calif. 90060.

MOTORCYCLE OWNERS, RIDERS & ENTHUSIASTS — P.O. Box 26062, Sacramento, Calif. 95826.

MOTORCYCLE RACERS INC. — P.O. Box 5331, Long Beach, Calif. 213/678-7621, 423-7603.

NAT'L. OFF ROAD RACING ASSN. — 19720 Ventura Blvd., Woodland Hills, Calif. 91364. 213/883-4140.

NORTHWEST MOTORCYCLE ASSN. — c/o Lloyd M. Allbee, 3719 S. Angeline, Apt. 4, Seattle, Washington 98118. 206/723-0964.

PACIFIC NORTHWEST TRIALS ASSN. — P.O. Box 131, Weston, Oregon 97886.

PACIFIC INTERNAT'L. TRIALS SOCIETY — 2771 El Camino, Redwood City, Calif. 415/366-3814.

ROCKY MOUNTAIN TRIALS ASSN. — 303/355-7033.

SAN DIEGO TRIALS RIDERS — 433 E. Third St., National City, Calif. 92050. 714/477-5969.

SOUTHERN CALIF. MOTORCYCLING ASSN. — 5849 Tanglewood, Lakewood, Calif. 213/429-3557.

SOUTHERN CALIF. TRIALS ASSN. — 6521 Lenore St., Garden Grove, Calif. 714/897-7830.

SOUTHWEST MOTORCYCLE RACING ASSN. — 2507 TCU Ave., San Angelo, Texas. 915/949-1030.

TRAIL BIKE SPORTSMEN ASSN. — P.O. Box 7202, Sacramento, Calif. 95826.

PROMOTERS & TRACK OWNERS

Cycle News is compiling a list of Promoters and Race Tracks in the Western United States. If you wish to be listed, please fill out this coupon and send it to PROMO/TRACKS, c/o Cycle News, P.O. Box 498, Long Beach, Calif., 90801.

PROMOTION CO. or TRACK

Mailing Address _____

City _____

State _____

Zip Code _____

Information Phone: _____

Track Location _____

How to get there _____

MAP

CLUB GUIDE

Club Guide correction/additions should be made with this coupon. Fill out completely

and send it to CLUB GUIDE, c/o Cycle News, P.O. Box 498, Long Beach, Calif., 90801.

CIRCLE ONE

New Club

Correction

Deletion

Club's Name _____

Mailing Address _____

City _____

State _____

Zip Code _____

AMA District _____

Information Phone: _____

TORQUE UP
YOUR 370



Doug Douglas M/C

My new kit improves the Ajay right through the range. \$65.00 Exhaust, Head, Carb. etc. (714) 888-4554

Husqvarna Penton
Klockers Sales & Service
6624 Atlantic, Bell, Ca.
(213) 581-3983

DUNSTALL
Norton-Triumph-BSA-Honda
Wholesale — retail — also mail order
SUZUKI CITY
728 So. LaBrea Inglewood, Calif. 90301
(213) 674-1431

HUSQVARNA

Distributed by

Med-International 4790 Palm Ave.,
La Mesa, Calif. 92103

SOUTH-LYN

9735 LONG BEACH BLVD.
SOUTH GATE, CALIF.
(213) 564-5666

Hodaka Motorcycles Rickman
Montesa Westminster Metisse
Greeves
Westminster Sport Cycle
Guy R. Louis (714) 893-7057
7574 Westminster Ave., Westminster, Ca.

(Continued from page 2)

HARE SCRAMBLES by IVMC at Old Prison Area, Superstition Mtn., lited from Interstate 8 & Dunaway Rd. AMA sanct., Dist. 38 pts. Riders meet at 9:30, start at 10. Signup Sat. nite and Sunday till 9:45.

HARE SCRAMBLES by Invaders M.C. lited from Lucerne. Two 40-mi. loops, Nov. trailbikes one loop. Ex/Jr. start at 10, Nov. at 10:15. AMA sanct., Dist. 37 pts.

MOTOCROSS by Humboldt Hustlers M.C., sponsored by Garberville Rotary Club, at Garberville MX Park, 8 mi. S. of Garberville at KOA Campground. Gates open at 8, practice & signup 9:30-10:30, race at 11. \$2 to ride or watch, under 12 free. Info: 707/923-2529, 923-2615.

MOTOCROSS at Daroga Park, follow Hwy 2 N. of Wenatchee, Wash., to Orondo, take 151 6 mi. N. to park. Race at 11. 125/175/250/Open/14 & under with 125 limit.

MOTOCROSS at Cloverfield M/C Race Track, near Friendswood, Tex. 100/125/250/Open - Jr/Inter/Sr. Gates open at 8, riders meet at 11:30, race at noon.

ENGLISH TRIALS by Bakersfield PITS at Lake Isabella, Calif. Signup at 9, Riders meet at 9:30. 7 mi. E. of Isabella Dam on Hwy 178. Spark arresters required, camping OK, no water. Info: Paul Fuller, 3213 Pesante, Bakersfield, Cal., or phone 805/871-0632.

HALF-MILE at Manor Downs Cycle Raceway, Austin, Texas by Motorcycle Promotions, Inc. AMA sanct. 100/125/200/250/Open/Mini. Race at 2. \$2.50 admission, 8-12 is \$1. Info: (512) 836-2658, 472-8246, 444-5901.

MOTOCROSS at Bay Mare Park, improved territory, cash purses. \$5 mail entry to Box 371, Somis, Cal., 93066; \$7 post. Signup closes at 9, practice 8-9, race at 9:30. \$2 admission, under 12 free. Info: (805) 529-1872, 642-6501, (213) 883-8811.

SUN.-TUES., MAR. 21-23

MINT 400 for motorcycles and cars near Las Vegas, Nevada. \$50,000 in prize money. Purse for m/c is \$13,870. Info: (702) 385-7440, (602) 265-4228.

FRI.-SUN., MAR. 26-28

M/C SHOW, 1st Annual Utah Show, features custom bikes, show bikes, street bikes, and competition bikes. Dealer displays. At John M. Browning Armory, 625 E. 5300 South, Ogden, Utah. Info: Bob Eames, 5861 S. 2600 W., Roy, Utah. (801) 825-9856.

SUNDAY, MAR. 28

CMC MOTOCROSS at Claude Osteen Bike Park in Steen's Metisse Trophy MX Series. Off Hwy. 71 in Pomona, follow signs from Dudley St. \$5 mail entry to CMC, Box 1402, Costa Mesa, Cal., 92626 closes five days before event. \$10 post. Signup closes at 9:30, race at 10.

INDOOR SHORT TRACK by Western States Racing Assn. at Washoe County Fairgrounds, Pavilion Bldg., Reno, Nev. Signup 9-11, practice 10-noon, race at 1. \$3 entry. 100/125/200/250 plus PP. AMA sanct. Full leathers, no big knobbies. Info: Al Lockett Enterprises (702) 323-6055.

SCRAMBLES by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. Info: (206) 274-6881.



MOTOCROSS by Jackrabbits M.C. at Irwindale Raceway. Go N. of 605 to Foothill Fwy, E. to Irwindale Rd., turn rt. to raceway. AMA Sanct., Dist. 37 pts. \$3 mail entry to Steve Bell, 9721 Cedar, Apt. 3, Bellflower, Cal. 90706. \$5 post, \$1.50 gate.

ROAD RUN by Twin Wheelers M.C. lited from Vineyard Ave. turnoff Hwy 101 and 1 in Oxnard. \$5 solo, \$7 double. Navigation run, no freeways. 125 miles, first riders out at 10. Info: (805) 482-2669.

AMRA MINI-BIKES at Indian Dunes. Classes by age and horsepower. \$2.50 entry to members, \$3 non. Signup at 8, practice at 9, race at 10. Info: (805) 259-8000.

TT RACES by HRA at Huntington Beach Cycle Park, 7561 Talbert. Signup 9-10:30, practice at 10. \$2.25 post entry only. HRA membership required (\$1.50). New members accepted race day but ride pie plate expert. \$1.50 gate.

ROUGH SCRAMBLES by HRA at new 395 Cycle Park on Hwy 395 in Adelanto. Signup 9-10:30, practice at 10. \$2.50 post entry only; HRA card required (\$1.50). New members accepted race day but ride pie plate expert. \$1.50 gate. Free overnight camping OK. HRA MX card accepted.

POKER RUN by Modesto M.C. starts at Modesto M.C. Clubhouse on Culpepper Lane. AMA sanct. \$2.50 entry. 80 miles. Signup 9-11, start at 11.

DRAG HILLCLIMB by South County M.C. of Gilroy at 7800 Cienega Rd., Hollister, Cal. AMA sanct. Signup 9-11, race at 11:30. \$2 to ride or watch, under 12 \$1.

MOTOCROSS by Sod Busters M.C. at Dehesa Speedway. \$3 entry. Expert signup 9-9:30, Nov. 11-12:30. Take Interstate 8 to Harbison Canyon Rd. E. of El Cajon, Cal., and follow signs. Info: (714) 444-1721.

SPORTSMAN SCRAMBLES by Oregon Sidewinders M.C. at club's track, East of SE 82nd Dr. on Lawnfield Rd., near Clackamas, Ore. Beginners 100 - Jrs. 100/200/250/500/Open. Race at 1. Info: write D. Seifert, 13706 S. Carus Rd., Oregon City, Ore. 97045 or phone track 503/659-1022.

MOTOCROSS by Valley M.C. at Cycleland Speedway, 14 mi. S. of Chico, Calif., 99E and Gate Shippe Rd. AMA sanct. Info: 916/342-9302.

ENDURO & POKER RUN by Roadrunners M.C., follow signs from Rainier, Wash. Signup at 7, start at 10. Spark arresters required. Additional classes for PP and 14 & under. AMA sanct. Entry fees: \$8 combined Enduro/Poker Run, \$5 enduro, \$4 poker run, \$3 PP and 14 & under. Info: 206/922-7033.

HARE & HOUND by Victors M.C. at Lucerne. LeMans start, banner drops at 10. \$4.25 entry. Info: 213/882-2040.

MOTOCROSS by Salinas Ramblers M.C. at Crazy Horse Canyon Rd., 12 mi. N. of Salinas on Hwy 101. AMA sanct. Signup 7:30-9:30, practice 8:30-9:30, race at 10. Classes 100-Open. \$2 admission, under 12 50 cents, \$3.50 entry. Info: 408/422-9809, 424-9611.

SAT. & SUN., APR. 3-4

MOTOCROSS by Dirt Diggers North at Hangtown in Plymouth, Cal. \$4000 in cash/merchandise. Sr. \$10 mail to Box 699, Loomis, Cal. 95650 closes Mar. 24; post \$15. Jr. \$5 mail, \$7 post. Jr. ride Sat. and top riders transfer to Sun. with Sr. 125/250/Open/Dinosaur/Sidehacks. Camping OK, bring water. MX school on Fri. Info: (916) 652-7800.

PONDEROSA HARE SCRAMBLES by Grehounds M.C., starts 15 mi. E. of Lancaster on Ave. "J". 10 a.m. start. 40% trophies to trail, 125 and Open plus contingencies. Info: (213) 367-2907.

SUNDAY, APR. 4

CMC MOTOCROSS at Osteen's Bike Park. \$5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes 5 days before event. \$10 post. Signup closes at 9:30, race at 10.

EUROPEAN SCRAMBLES by High Siders M.C. lited from N. Jefferson St. Overpass on Interstate 10. \$3 post entry. Signup & pract. 8-9:45, race at 10. Benefit for Angel View Crippled Children's Hospital. Info: (714) 347-6588.

TT & FLAT TRACK 50-lapper plus Dune Buggies at Trojan Speedway. Info: (213) 923-9132.

HARE & HOUND by Knight's M.C., 15 mi. E. of Elko, Nev., on I 80 (US 40), take Rydon Exit to Hidden Valley Dude Ranch. \$10 entry, \$250 prize to first overall. \$5 entry for 125 Jrs. Camping and hotel rooms available. Info: (702) 738-7829.

GRAND PRIX by Cliffhanger M.C. lited from San Jacinto, Cal. \$10 mail entry to Box 2024, Hemet, Cal. 92343 on standard Dist. 37 entry blanks with 2 self-addressed, stamped envelopes. \$20 post. All bikes must be in impound area by midnight, Apr. 3. Camping available.

TT RACES by HRA at 395 Cycle Park on Hwy 395 in Adelanto. Signup 9-10:30, practice at 10. \$2.25 post entry only. HRA membership required (\$1.50). New members accepted race day but ride pie plate expert. \$1.50 gate. Free overnight camping OK.

ENDURO by Ridge Runners M.C. with start at Harvey West club house in Santa Cruz. Approx. 120 mi. All machines must be street legal as course is combined street and trail; trials tires recommended. First rider out at 8:01. \$5 mail entry to Road Runners M.C., Box 121, East Santa Cruz, closes March 28. \$10 post. Limited to 750 riders. AMA sanct.

MOTOCROSS by HRA at Huntington Beach Cycle Park, 7561 Talbert. Signup 9-10:30, practice at 10. \$3 post entry only; HRA membership required (\$1.50). New members accepted race day but ride pie plate expert. \$1.50 gate.

ACA CHALLENGER ROAD RACE at Willow Springs. \$8 mail entry (plus \$1 for each additional class or machine) to 106 No. Claudina Suite 312, Anaheim, Cal. 92805 closes Apr. 2. \$15 post. \$2 gate. All Jr/Sr. GP/Prod. classes. Pits open at 8, race at 10:30. Info: 714/774-3222.

TT RACES by Hi Boots M.C. at Dehesa. AMA sanct. Dist. 38 pts. 125/250/Open - Nov/Jr/Ex. Trophies only. AMA and Sports Committee card required.

HARE SCRAMBLES by Tracy M.C. at Carnegie Cycle Park. Signup at 9, race at 11. Info: 415/581-1256, 447-9027.

ENDURO II by CERA, lited from Fwy. & Lenwood Offramp S. of Barstow, Calif. A, B & C riders; Trail/Ltw/Hwy. \$6 entry, \$5 for CERA members, add \$1 per rider for teams (3 riders) and mail together to CERA, Box 2102, Cypress, Calif., 90630; include 2 self-addressed stamped legal-sized envelopes. Drawing Mar. 28 at 6161 Lincoln Ave., Buena Park (rear) at 8 p.m. \$7 post.

HARE SCRAMBLES by Buzzards M.C., lited from 4 Corners (Hwys 58 & 395). AMA sanct., Dist. 37 pts. Jr/Ex. leave at 10, Nov. at 10:15. \$3.25 entry.

TROPHY PICK UP

Your trophy pick-up \$1.00 per week. Send to Cycle News.

THURSDAY, MAR. 25 or THURS., APRIL 1. Trophies for the San Gabriel Valley Motorcycle Club, February 14 moto-x may be picked up at the club meeting hall, 5443 N. Peck Rd., El Monte, at 8:00 p.m. on Thursday, March 25 or Thursday, April 1.

SADDLEBACK park

RIDE TO YOUR HEART'S CONTENT

Open 8-5 Daily

Miles of trails
Acres of fun

RENTALS. You can rent anything from a Honda Motosport 100 (\$4 per hour) to a 50 minitrail (\$3.25 hr.) as well as helmets (\$1 a day), secured and insured storage for your cycle and riding gear (\$8 a month) or a house for your club meetings (free during business hours or special times to be arranged).

NEW TRAILS. About 40 more miles of new trails have been blazed. This is in addition to the familiar trails and the motocross course, scrambles course and mini-scrambles course.

FIRST AID. A completely stocked, staffed-by fireman first aid center has been established in a new building erected for the purpose.

LOCATION. Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right 1 1/2 miles to entrance opposite state fire station.

(714) 639-5832

March 21st.

MOTO X

AT

OAK CREEK RANCH

3 MOTO PROGRAM
100cc JR - Powder Puff
125/250/Open JR/SR

SSR., GOLD JR.

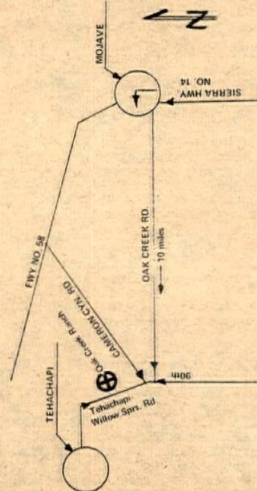
Practice 7:30-9:30

Race 10:00

Entry Fee \$2.50

Admission \$1.50

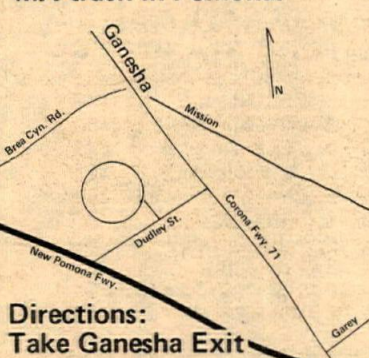
Under 12 Free



now open

Claude Osteen
motor bike park
in
POMONA

ride on 200 acres of
rolling hills
ride the motocross course
new Mini-Bike Park
have you tried the fine new
MX track in Pomona.



Directions:
Take Ganesha Exit

8-5 Sat-Sun. & Holidays
1:30-5 Weekdays, Closed Thursdays
Admission: \$1.50 per motorcycle & Mini
Cycle

\$1.00 Per Mini Bike
.50 Per person +10% tax
for info.: write 610 Cherry St., Brea, Ca.
92621

★ RIDE WITH THE BEST RIDE

EVENTS

motocross

March 21st Saddleback Park
March 28th Osteen Park
(Steen's Series)
April 4th Osteen's Park
April 11th Carlsbad

— RAIN or SHINE —
3 No. Plates Req.
Gates open at 7:30 a.m., racing at 10 a.m.
CMC MEMBERSHIP REQ. \$5.00
Mail Entry, \$10.00 Post Entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.
No Special Park entry fee for all CMC events held at Saddleback Park.

★

a c e

Motocross Schedule
& up coming events

at

Indian Dunes Park

Mar. 20th - All Jr. Motocross

Mar. 21st - Jr. & Sr. Motocross
(\$1000.00 cash to Sr.'s -
Mail entry \$5. - \$7.50 post)

Mar. 28th - AMRA Mini Bike G.P.
(all new 1 mile course)

*Special entry this event

ACE

28700 Saugus-Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000

DAYTONA SPEEDWEEK
 Daytona Beach, Florida
 March 8-14, 1971

200 MILE AMA NATIONAL ROAD RACE

1	Dick Mann, Richmond, Calif.	BSA	53
2	Gene Romero, San Luis Obispo, Calif.	Tri	53
3	Don Emde, San Diego, Calif.	BSA	53
4	Roger Helman, Kewanee, Ill.	H-D	52
5	Jim Odom, Fremont, Calif.	Yam	52
6	Chuck Palmgren, Freehold, N. J.	Yam	51
7	Jess Thomas, Seaciff, N. Y.	Tri	51
8	Tom Hookwood, Gardena, Calif.	Tri	51
9	Dave Smith, Lakewood, Calif.	Kaw	50
10	Kel Carruthers, Sidney, Australia	Yam	50
11	Frank Camillieri, Chelsea, Mass.	Yam	50
12	Martin Carney, London, England	Yam	50
13	James Dunn, Everett, Wash.	Yam	50
14	Fred Gunter, Detroit, Mich.	Yam	50
15	Cliff Carr, Watertown, Mass.	Kaw	50
16	Don Castro, Hollister, Calif.	Tri	49
17	Bill Manley, Long Beach, Calif.	BSA	49
18	Dave Aldana, Santa Ana, Calif.	BSA	49
19	Rick Deane, Aspen, Colo.	Yam	49
20	Ron Widman, St. Louis, Mo.	H-D	48
21	Larry Kour, Oberlin, Pa.	Kaw	48
22	Ray Hempstead, St. Petersburg, Fla.	Yam	47
23	Russell Coppage, Chatsworth, Calif.	Yam	47
24	Mike Sponseller, Phoenix, Md.	Tri	47
25	Dennis Schoenfeldt, Houston, Texas	Hon	47
26	Bentley Hardwick, Dallas, Texas	Nor	46
27	Robert Hinkle, Brookville, Ohio	Tri	46
28	Jeff Sperry, Bakersfield, Calif.	Yam	46
29	Bob Bulmer, Morrice, Mich.	Yam	45
30	Don Drou, Lincoln, Neb.	BSA	45
31	Squire Tomasic, Tacoma, Wash.	Yam	45
32	John Hateley, Van Nuys, Calif.	Tri	44
33	Dwayne Keeter, Ojai, Calif.	H-D	43
34	Phillip Hawk, Atlanta, Ga.	H-D	43
35	Paul Smart, Kent, England	Tri	42
36	Rex Beauchamp, Drayton Plains, Mich.	H-D	42
37	Al Gaskill, Detroit, Mich.	BSA	42
38	Mike Meyer, Reisterstown, Md.	Kaw	42
39	Gary Nixon, Phoenix, Md.	Tri	39
40	John Skinner, Auburn, Ala.	Yam	39
41	Johnny Isaacs, Riverside, Calif.	Yam	37
42	Todd Sloan, Fresno, Calif.	Kaw	37
43	Jim Rice, Palo Alto, Calif.	BSA	36
44	Harley Wilvert, Long Beach, Calif.	Kaw	35
45	Gary Boyce, Aspen, Colo.	Yam	34
46	Larry Scafer, Washington, D. C.	H-D	34
47	Cal Rayborn, San Diego, Calif.	H-D	33
48	Dave Sehl, Atlanta, Ga.	H-D	29
49	John McGillivray, Los Angeles, Calif.	Yam	28
50	Mike Dettley, Birmingham, Ala.	Yam	28
51	Ron Pierce, Bakersfield, Calif.	Suz	27
52	Ken Mollincux, Vancouver, Can.	Yam	26
53	Yvon Duhamel, LaSalle, Can.	Kaw	25
54	Sam Ingram, Indianapolis, Ind.	Hon	25
55	Allen Kanyon, Cupertino, Calif.	Yam	24
56	Keith Mashburn, Santa Susana, Calif.	Yam	23
57	Ron Grant, Brisbane, Calif.	Suz	22
58	Chuck Hart, Oxnard, Calif.	Yam	18
59	Warren Sherwood, Cornwall, N. Y.	BSA	18
60	William Bloom, Alexandria, Va.	Kaw	18
61	Frank Gillespie, Berkeley, Calif.	Kaw	18
62	Ginger Malloy, Sunitley, N. Zealand	Kaw	17
63	Sam Maching, Inksater, Mich.	H-D	17
64	Ralph White, Carson, Calif.	Kaw	17
65	Reginald Priddy, Peoria, Ill.	H-D	17
66	Larry Darr, Mansfield, Ohio	H-D	17
67	Mike Hallwood, Oxford, England	BSA	15
68	David Scott, Walnut Creek, Calif.	Kaw	14
69	Don Haaby, Hayward, Calif.	Yam	13
70	Mert Lawwill, San Francisco, Calif.	H-D	12
71	Ivor Lloyd, Toronto, Calif.	Hon	11
72	Gary Fisher, Parkersburg, Pa.	Hon	10
73	Mike Duff, Toronto, Can.	Kaw	10
74	John Klaus, Houston, Tex.	BSA	9
75	George Kerker, Glendale, Calif.	Nor	8
76	Royal Sherbet, Largo, Fla.	Hon	5
77	Mark Brelsford, San Bruno, Calif.	H-D	4
78	Geoff Perry, Auckland, N. Zealand	Suz	4
79	John Gardner, Peoria, Ill.	H-D	3
80	Jack Findlay, Milano, Italy	Kaw	2
81	Larry Beall, San Antonio, Tex.	Hon	2
82	Dwayne McDaniels, Milford, Mich.	Yam	2
83	Rusty Bradley, Dallas, Tex	Kaw	1
84	Walt Fulton, Santa Ana, Calif.	Kaw	1
85	Marty Lund, Torrance, Calif.	Kaw	1
86	Art Baumann, Brisbane, Calif.	Suz	1
87	Steve McLaughlin, Duarte, Calif.	Kaw	1
88	Jody Nicholas, Newport Beach, Calif.	Suz	0
89	Richardson Haxton, Greenville, Miss.	Tri	0

 Time of Race: 1 hour, 54 minutes, 55.62 seconds.
 Average Speed: 104.737 miles per hour

Daytona Motocross Saturday, March 13, 1971

1	Bryan Kenney, Cleveland, OH	Hus	
2	Jim Weinert, Middletown, NY	C-Z	
3	Robert Grossi, Santa Cruz, CA	Hus	
4	Peter Lampu, Winchester, MS	Mon	
5	Ron Stockman, San Paulo, CA	C-Z	
6	Doug Grant, Carpinteria, CA	AJS	
7	Lars Larson, San Diego, CA	Hus	
8	Gordon Bowden, Jacksonville, FL		
9	George Cavin, N. Little Rock, AR	C-Z	
10	Eric Grassl, Belleville, OH	Hus	
11	John Logsdon, Boca Raton, FL	C-Z	
12	David Stuart, Miami Springs, FL	Hus	
13	George Cunha, N. Kingston, RI	Hus	
14	Ronnie Rall		
15	Nick Hapta, Denfield, Ontario, Canada		
16	Lewis Hastings		
17	Steven Agronick, Mount Kisco, NY	Mai	
18	Albert Kroil, Jr., Ormond Beach, FL	Mai	
19	Thomas Bragg, Pompano Beach, FL	C-Z	
20	Curtis Marjama		

1	Gunnar Lindstrom, St. Plainfield, NJ	Hus	
2	Barry Higgins, Schenectady, NY	Oss	
3	Gary Bailey, Torrance, CA	Bul	
4	Zane Kent, Marietta, GA	Oss	
5	Ronald Moore		
6	Donald Smith		
7	Gary Deel, Yardley, Pa	Bul	
8	Joseph Castanga, Jr., Norwalk, CT		
9	Anthony Griffiths, Charleston, SC	C-Z	
10	Mike Maw, Ormond Beach, FL	Oss	
11	Wayne David		
12	Hayworth Jones, Crab Orchard, WV	Yam	
13	Gordon Razeo, N. Kingston, RI	Hus	
14	Janos Kiraly, Chicago, IL	C-Z	
15	James Miller, Statesville, NC	Oss	
16	Edward Salley, Dalton, GA		
17	Joseph "Buz" McMillian, New Smyrna Beach, FL	Oss	
18	Robert Thompson, Apalachin, NY	Oss	
19	Barney Williams, Lawrenceville, GA	Oss	
20	Robert Daniels, Ponte Vedra Beach, FL	Mai	

Daytona Expert-Junior 250cc 100-mile

1	Kel Carruthers, El Cajon, Calif.	Yam	27
2	Cal Rayborn, San Diego, Calif.	Yam	27
3	Duane McDaniels, Milford, Mich.	Yam	27
4	Gary Fisher, Parkersburg, Pa.	Yam	27
5	Stevie McLaughlin, Duarte, Calif.	Yam	27
6	Ray Hempstead, St. Petersburg, Fla.	Yam	27
7	John Gilleray, Los Angeles, Calif.	Yam	27
8	Harry Cone, Sherman, Texas	Yam	27
9	Conrad Urbanowski, Miramar, Fla.	Yam	27
10	Rusty Bradley, Dallas, Texas	Yam	26
11	Frank Camillieri, Chelsea, Mass.	Yam	26
12	Rudy Galindo, Santa Fe Spgs, Calif.	Yam	26
13	Ken Mollincux, Vancouver, Can.	Yam	26
14	Jeff Smith, Elm, N.J.	Yam	26
15	Ken Roberts, Woodstock City, Calif.	Yam	26
16	Danny Deubler, Sioux Falls, S.D.	Yam	26
17	George Roche, Downey, Calif.	Yam	26
18	James Allen, Islington, Ont. Can.	Yam	26
19	Jim Maness, Augusta, Ga.	Yam	26
20	Jeff Sperry, Bakersfield, Calif.	Yam	26
21	Russell Coppage, Chatsworth, Calif.	Yam	26
22	Frank Juhan, Vancouver, Can.	Yam	26
23	John Mac, New Haven, Conn.	Yam	26
24	Jerry Greene, San Mateo, Calif.	Yam	26
25	Gary McGowan, Miami, Fla.	Yam	26
26	Fred Gunter, Detroit, Mich.	Yam	26
27	James Odom, Fremont, Calif.	Yam	26
28	Robert Sharp, Knightdale, N.C.	Yam	26
29	Ralph Bidley, Willowdale, Ont. Can.	Yam	26
30	Bentley Hardwick, Dallas, Texas	Yam	26
31	Phillip Elkins, Texarkana, Texas	Yam	26
32	Jerry Christopher, West Covina, Calif.	Yam	26
33	James Taylor, Pittsburgh, Pa.	Yam	26
34	Freddie Russell, Escondido, Calif.	Yam	26
35	Richardson Haxton, Greenville, Miss.	Yam	26
36	Jonathan Clener, Cocoa Beach, Fla.	Yam	26
37	Douglas Libby, Dearborn, Mich.	Yam	26
38	James Metramo, Poughkeepsie, N.Y.	Yam	26
39	Thomas Vardeman, Cypress, Calif.	Yam	26
40	William Confield, Albuquerque, N.M.	Suz	26
41	Steve Schaefer, Seattle, Wash.	Yam	26
42	Chuck Palmgren, Freehold, N.J.	Yam	26
43	Keith Mashburn, Santa Susana, Calif.	Yam	26
44	Don Twigg, Hagerstown, Md.	Yam	26
45	Darryl Hurst, Houston, Texas	Yam	26
46	Jon Roberts, Okahumpka, Fla.	Hon	26
47	James Dunn, Everett, Wash.	Yam	26
48	V. Gascoyne, Hamilton, Ont., Can.	Kaw	26
49	Bill Manley, Long Beach, Calif.	Yam	26
50	Terry Kiraly, Albuquerque, N.M.	Kaw	26
51	Gary Landry, Lake Charles, La.	Yam	26
52	Roger Hurst, Independence, Mo.	Yam	26
53	James Zubritsky, Drums, Pa.	Yam	26
54	George Roche, Downey, Calif.	Yam	26
55	John Porter, Milwaukee, Wisc.	Yam	26
56	Fred Varnes, Stowe, Pa.	Yam	26
57	Carl LeBlanc, Decatur, Ga.	Yam	26
58	Mike Kidd, Hurst, Texas	Yam	26
59	James Albert, Ft. Wayne, Ind.	Duc	26
60	D.W. Killen, San Diego, Calif.	Yam	26
61	Harley Wilvert, Long Beach, Calif.	Yam	26
62	Johnny Isaacs, Riverside, Calif.	Yam	26
63	Loyal Penn, Palos Verdes Est, Calif.	Yam	26
64	Marty Lund, Torrance, Calif.	Yam	26
65	Johnny Lane, Bakersfield, Calif.	Yam	26
66	James Chen, Carson, Calif.	Hon	26

 TIME OF RACE: 1 HOUR 06.87 SECONDS
 AVERAGE SPEED: 101.366

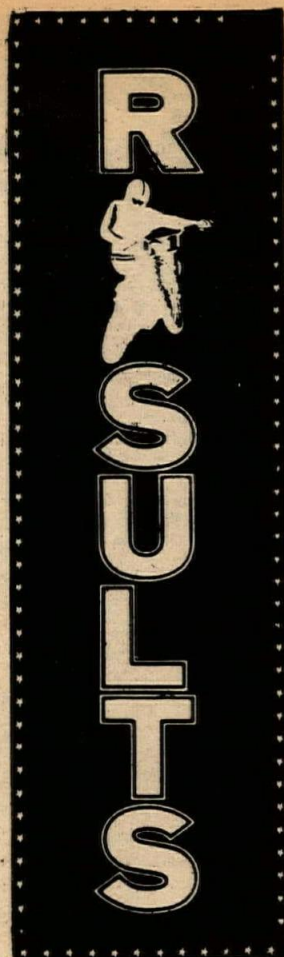
DAYTONA 76-MILE NOVICE RACE MARCH 12, 1971.

1	Howard Lynggard, Duarte, Ca.	Yam	21
2	Scott Autrey, Bellflower, Calif.	Yam	21
3	Joan Long, Miami Beach, Fla.	Yam	21
4	Kenneth Adams, Dalton, Ga.	Yam	21
5	Douglas Teague, Groesne Point, Mich.	Yam	21
6	Ferry Hockart, Rosard Park, Kan.	Yam	21
7	Robert Rectenwald, Pittsburg, Pa.	Yam	21
8	Everett Strawn, Silcox, Miss.	Yam	21
9	William Vickery, Denver, Colo.	Yam	21
10	Phil McDonald, Riverside, Calif.	Yam	21
11	Graham Canas, Florence, Ala.	Yam	21
12	Joe Cerciello, Staten Island, N.Y.	Yam	21
13	Franc Vandenbroek, Cypress, Calif.	Yam	21
14	Peter Baer, Lancaster, Pa.	Yam	21
15	Larry Elkins, Mansfield, Ohio	Yam	21
16	James Arnold, Whitty, Ont. Can.	Yam	21
17	Thomas White, Gardena, Calif.	Yam	21
18	David Rudolph, Cokale, Pa.	Yam	21
19	Edward Hackney, New York, N.Y.	Yam	21
20	Don Hollingsworth, St. Augustine, Fla.	H-D	19
21	Ronald Hollister, Batavia, Ill.	Yam	19
22	Thomas Robb, Akron, Ohio	Yam	19
23	Richard Cobb, Farmington, Mass.	Yam	19
24	Leo Hunkle, Bakersfield, Calif.	Yam	19
25	Eddie Deubler, Sioux Falls, S.D.	Yam	19
26	James Stinson, Morristown, Tenn.	Yam	19
27	Bobby Naglier, Oceans, Tex.	Yam	19
28	John Meyer, Phoenixville, Pa.	Yam	19
29	James Miller, Morristown, Tenn.	Yam	19
30	Bob Warzek, Cohoes, N.Y.	Yam	19
31	David Peterson, Miami, Fla.	H-D	19
32	Frank Dellinger, Cocoa, Fla.	Yam	19
33	Thomas Swartz, Philadelphia, Pa.	Suz	18
34	Richard Chambers, Raleigh, N.C.	Yam	18
35	William Nelson, New York, N.Y.	Yam	18
36	Robert Nicholas, Holland, Ohio	Yam	18
37	Robert Ware, Battle Creek, Mich.	Yam	18
38	Peter Conroy, Clearwater, Fla.	Yam	18
39	Robert Conway, Boulder, Colo.	Yam	18
40	Edward Hamada, Ocean City, N.J.	H-D	18
41	Jeff Hammond, Alameda, Calif.	Kaw	18
42	John Wakeley, Toledo, Ohio	Yam	18
43	Heinz Weikert, Newquand, N.J.	Yam	18
44	Mare Chase, Council Bluffs, Iowa	Bri	17
45	Claude Parker, Ft. Collins, Colo.	Yam	16
46	Joe Tesone, Wildwood, Pa.	Yam	16
47	James Pugh, Indianapolis, Ind.	Kaw	16
48	Mike Sheridan, Willowdale, Ont. Can.	Yam	14
49	Rockey Myall, Mason, Mich.	Yam	14
50	John Hollingsworth, St. Augustine, Fla.	H-D	12
51	Mike Carter, Salesburg, Ill.	Yam	12
52	John Neighbors, Alexandria, Va.	Yam	12
53	Robin Chase, Council Bluffs, Iowa	Bri	12
54	James Moncus, Brunswick, Ga.	Yam	12
55	Philip Wade, Anderson, Ind.	H-D	11
56	Len Fitch, Woodslee, Ont. Can.	Yam	10
57	Howard Antrem, Theodou, Ill.	Kaw	9
58	John Basore, Clearwater, Fla.	H-D	9
59	Steve Maus, Boca Raton, Fla.	Kaw	9
60	James Sharp, Brownwood, Texas	Yam	9
61	Galin Doon, Des Moines, Iowa	Yam	8
62	Dewain Davis, Winamac, Ind.	Kaw	7
63	Steve Mallonee, Venice, Calif.	Yam	6
64	David Watkins, Oakland, Texas	Yam	6
65	Dieter Gutierrez, Detroit, Mich.	Yam	6
66	Richard Clutts, Ft. Pierce, Fla.	Yam	5
67	Lincoln McIntire, W. Milton, Ohio	Suz	5
68	Warner G. Reno, New Castle, Pa.	Kaw	5
69	Gary Donohue, Staten Island, N.Y.	H-D	4
70	Frank Miller, San Antonio, Texas	H-D	3
71	John Koenig, Ballston Spa, N.Y.	Yam	3
72	Harold Doney, Hazelton, Pa.	H-D	3
73	Tom Vandy	H-D	3
74	Elliot Andrews, Berkeley, Calif.	Hon	3
75	Ronald Robinson, Bounton, N.J.	Yam	3
76	Don Ditor, Pittsford, Pa.	H-D	2
77	William Payne, Holliston, Mass.	Yam	2
78	David Burke, Ithaca, N.Y.	Yam	2
79	Michael Porter, Mobile, Ala.	Kaw	2
80	Philip Foreman, Chicago, Ill.	Suz	1
81	Charles Galasso, Danbury, Conn.	H-D	1

 AVERAGE SPEED: 95.934 mph.
 TIME OF RACE: 49 min. 13.27 secs.

AMA NATIONAL POINT STANDINGS

1	Jim Odom	189
2	Dick Mann	183
3	Gene Romero	147
4	Dave Aldana	123
5	Chuck Palmgren	104
6	Dallas Baker	89
7	John Hateley	86
8	Don Emde	82
9	Skip Van Leeuwen	74
9	Mark Bresford	74
9	Roger Reiman	74


EUROPEAN SCRAMBLES
 Las Vegas, Nev.
 March 7, 1971

0-125	
Jack Chivvis	Sac
Chuck Rush	Yam
Casey Folks Jr.	Suz
Norman Kauke	Pen
Dennis Belingheri	A-E
Skip Johnson	Sac
J.L. Wray	Sac
Robert Huening	Ric
Jim Mulcahy	Ric
Bob Davidson	Sac
126-250	
Don Ross	AJS
Geoge Antill	Yam
Dutch Cunningham	Oss
Terry Griebel	Oss
Bob Tooley	Hus
Rod Ronnow	Hus
Kent Nichols	Yam
Jack Wineburger	Oss
Dean Rush	Yam
Bob Felix	Yam
OPEN	
Tom Scales	Hus
Don Hartle	Gre
Bob Miklusk	Hus
Jim Fitzgerald	CZ
Jim Johnson	Hus
Dennis Bergstrom	Yam
Shane Ross	Gre
Buddy Yates	Hus
Gene Davis	Hus
Red VanBuskirk	Hus

THE MAN BEHIND THE FLAG.

The Flagman is usually a volunteer yet his job is vitally important to the conduct of any motor-race, either car or cycle. This job is only for men with a high sense of responsibility and cool heads. Here are a few rules that, if followed, may prevent a serious pileup:

1. Operate on the inside of a curve, never on the outside.
2. Keep your flag concealed by your leg or body. Never point with it. Don't let it flutter.
3. Stay in place. The riders or drivers expect you to be in the same place lap after lap. They often slow down, accelerate or change gears at your flag station.
4. Keep your head moving. Watch traffic coming and going. Never fix your attention on one point for more than a second or two at a time.
5. When an obstruction occurs near your station, run immediately against traffic, working your flag to warn oncoming drivers or riders so they have time to slow down or take avoiding action.
6. Do not watch the results of a crash. Your duty is to prevent oncoming vehicles from crashing into that obstruction. Leave rescue efforts to others. Your job is to prevent accidents.
7. If the track is only partially blocked, work your flag with one hand and make either a "Come here" or "Go away" motion with your free hand. Riders or drivers will interpret "Come here" to mean they can pass on your side and "Go away" to pass on the far side. Be sure that you understand these signals before you use them. Ask the Chief Flagman or Referee.
8. Make all signals simple, clear and easy to understand by speeding men. Avoid all complicated or confusing signals.
9. Never leave your post during a race meet until you are relieved by the Chief Flagman.
10. Protect yourself at all times. Flagmen almost never get hurt at a race meet, but if a car of cycle should go out of control and run you down, your only escape is to jump into the air at impact, hoping to get only a mild bump instead of being mowed down.

FINALLY — Remember that if you leave your post or permit your attention to wander, men may be crippled or killed because of it. Keep faith with them.

AFM ROAD RACE Orange Co. International March 14, 1971 (P) By Dennis Greene

THUMPER CLASS

Rod Murufas	Oss
Greg Comstock	Bul
Jan Van Der Kolk	
Mike Thomas	
SIDE CAR	
Dave Roesch/	H-D
Tom Ridinay	
Ed Wade/	H-D
Roger Emons	
Mike Kaitzey/	Tri
Brook Wilburn	
350 G.P.	
Pat Evans	Yam
Alan Barbic	Yam
Mike Wozniak	Yam
250 G.P.	
No. 2	Yam
John Green	Yam
Mike Summers	Yam
200cc PROD.	
John Hewitt	Yam
John Alderson	Yam
Pat Evans	Yam
125cc PROD.	
Don Chaagstad	Yam
John F. Chermak	Suz
500cc G.P.	
Tom Cleghorn	Hon
OPEN GP	
Rudy Ramos	Hon
Mike Wosniak	Nor
Jack Simmons	Nor
Brent Thompson	BSA
Steve Camp	Hon
OPEN PROD.	
Jack Simmons	Nor
Rudy Ramos	
Jim Bianchi	Hon
500cc PROD.	
Jerry Venz	Suz
350cc PROD.	
Alan Barbic	Hon
Mike Devlin	Hon
Pat Evans	Suz
J. Grubbs	Yam
Dan Spisak	Kaw
250cc PROD.	
Rod Murufas	Oss
Dick Fuller	Suz
Jackie Simmons	Duc
200cc GP	
Pat Evans	Yam
John Anderson	Suz
175cc GP	
Greg Comstock	Bul
Jon McKibben	Hon
Colin Jones	Yam
Roger Hagie	
125cc GP	
Tom Cleghorn	Yam
Steve Froschauer	Yam
John Chernak	Suz
Wayne Inouye	Suz
100cc GP	
Mike Thomas	Kaw
Richard Reynosa	Yam
Stan Wegner	Yam
Mike Lewis	Suz

TT SCRAMBLES Elsinore, Calif. March 6, 1971 By Lorri Lee

MINI

Z. Barrett	Hod
M. Tidwell	Yam
100 NOV. NOV.	
C. Easterline	Kaw
D. McMillin	
R. Hibbard	Kaw
125 UP NOV. NOV.	
R. Shea	Yam
L. Lelevier	Kaw
D. Sassaman	Yam
D. Juola	
100 NOVICE	
C. Johnson	Kaw
B. Smith	
S. Hein	Kaw
J. Wood	Kaw
125 NOVICE	
S. Okuda	Yam
S. Young	Yam
M. Moon	Yam
250 NOV. 1 MAIN	
R. Goade	Bul
D. Rees	Kaw
G. White	CZ
250 NOV. 2 MAIN	
R. Whisner	Kaw
B. Holt	Bul
D. Nicol	
500-OPEN NOV.	
J. Daley	Tri
L. Schwimmer	Yam
SPEC. NOV.	
R. Goade	
A. Close	
100 EXPERT	
R. Morrison	Kaw
C. Fruchey	Kaw
125 EX.	
R. Dobbins	Yam
D. Nicol	Bul
S. Young	Yam
250 EX.	
R. Vanderpool	Bul
J. Sprague	Ric
L. Gino	Bul
OPEN EX.	
J. Sprague	Ric
R. Vanderpool	Ric
SPEC. EX.	
J. Sprague	Ric
R. Vanderpool	Ric
SWEEPS	
J. Sprague	Ric

MOTOCROSS Indian Dunes March 14, 1971

100 JR.	
Danny LaPorte	Ric
Steve Pinneri	Hod
Mark Morrison	Hod
100 SR.	
Terry Clark	H-D
Jeff Wright	Ric
Steve Nutter	H-D
125 JR.	
Rick Salmon	Yam
Tracy Oswell	Pen
James Bauer	Sac
125 SR.	
Dave Rodders	Bul
Brian Holcolm	Pen
Billy Payne, Jr.	Yam
250 JR.	
Mike Keenal	CZ
Kenny Cook	Mon
John Maroney Sr.	CZ
250 SR.	
Gary Jones	Yam
Dave Rodgers	Bul
Rick Shirey	Yam
OPEN JR.	
Don Kadler	AJS
Tracy Oswell	CZ
Richard Mendola	
open sr.	
Jim West	Hus
Gary Jones	Yam
Briar Holcolm	Mai

HARE SCRAMBLES

Adelanto, Cal.	
March 14, 1971	
By Dave Swift	
J. N. Roberts	Hus
Tom Muto	Hus
Bill Bogner	CZ
Dick Breker	Hus
Larry Mahoney	Mon
Mike Mulconery	Hus
Jack Knebel	Gre
Mitch Mayes	H-D
Ralph Garrett	Hus
Whitey Gregory	AJS
17. Bob Dotson	Hus
Buster Naylor	Hw Nov
Chuck Vandevord	Hus
73. Tom Sawyer	H-D
96. Sharon Wilson	4th Trail Am 1st Girl

TT & FLAT TRACK Trojan Speedway South Gate, Calif. March 12, 1971

100 TT

Bobby Sanders	SR	Kar
Rick Hutchins	JR	H-D
Dennis Andre	JR	Hon
125 TT		
Tom Doty	SR	Hon
Chris Davison	JR	Yam
Steve Young	JR	Yam
250 TT		
Mike Hannon	SR	Bul
Rick Goade	JR	Bul
Dennis Creason	JR	Bul
100 FT		
Tom Doty	SR	
Hon		
Chuck Fruschey	JR	Kaw
Wayne Whisenant	JR	Kaw
125 FT		
Tom Doty	SR	Hon
Bruce Nordstrom	JR	Yam
Steve Okuda	JR	Yam
250 FT		
Mike Hannon	SR	Bul
Dennis Creason	JR	Bul
Rick Goade	JR	Bul
100 TT T.D.		
Bobb Sanders		Kaw
100 FT T.D.		
Bobby Sanders		Kaw
250 TT T.D.		
Ray Wunno		Bul
250 FT T.D.		
Lanny North		Bul

CMC MOTOCROSS Carlsbad, Calif. March 14, 1971 (P) By John Shedd

100 JR.	
J. McDonald	Kaw
R. Kimball	Hod
D. Sanchez	Hod
500 JR.	
J. Robertson	CZ
L. Hench	Mai
C. Bean	Mai
500 INT.	
F. Gualda	Hus
R. Brown	Mai
B. Rhoades	Hus
250 EX.	
D. Gualda	Met
B. Urban	Mai
D. Smith	Mai
500 EX.	
P. deBenedetti	Mai
250 INT.	
M. Roach	CZ
T. Shumate	CZ
G. Nichols	Hus
250 JR. I	
S. Cartmill	Hus
S. Walsh	Hus
D. Horton	Mai
250 JR. II	
G. Ackelson	AJS
M. Loftus	CZ
R. Spicer	CZ
250 JR. III	
G. Cochell	Bul
W. Young	CZ
B. Porter	Bul
125 INT. EX.	
J. Hoover	Sac
M. Hoffman	Sac
M. Garrett	Pen
125 JR. I	
K. Synder	Bul
G. Reber	Sac
R. Byers	Sac
125 JR. II	
B. Jeffries	Bul
G. Allan	Bul
R. Roche	Bul

MOTOCROSS Monroe, Wash. March 7, 1971 By Kevin Hill

125cc	
Bob Harrison	Sac
John Haynes	Yam
Rick McCaffery	Suz
250cc	
Melvin Sowards	Ric
Gory Ochs	Bul
Glenn Sowards	Mon
OPEN	
Larry Wescott	Mai
Don Babcock	Mai
Mike Budschat	AJS

TT SCRAMBLES Perris, Calif. March 14, 1971 (P) By Elaine Jones

100 NOV. DIV. I	
Steve Bales	Kaw
Chuck Fruchey	Kaw
Dennis Turner	Kaw
100 NOV. DIV. II	
Tom Jarnagan	Kaw
D. E. Hampton	Kaw
Alva Pettit	Yam
100 NOV. DIV. III	
Mark Reichert	Yam
Duwane Pettit	Yam
Mark Jones	Hod
100 NOV. DIV. V	
Jeff Coleman	Kaw
Rick Whisner	Kaw
Randy Smith	Kaw
100 AM/EX.	
Robert Sanders	Kaw
Jeff Sexton	Kaw
Richard Sweaney	Kaw
125 NOV. DIV. II	
K. Kanaki	Yam
Art Castell	Yam
Don Neal	Bul
125 NOV. DIV. III	
Bob Hosford	Yam
B. J. Hayden	Yam
Dave Julian	Yam
125 AM/EX	
Scott Smith	Yam
Paul Lambert	Yam
200 AM/EX	
Jamey Blunt	Oss
John Swinko	Bul
Bob Hosford	Yam
200 NOV.	
Frank Balbozier	Bul
Larry Niffin	Yam
Dick Jenkins	Bul
250 NOV. DIV. I	
Terry Stanford	Bul
Tom Stanford	Bul
Steve Brewer	CZ
250 NOV. DIV. II	
Toby Stanford	Bul
Randy Smith	Bul
Don Neal	Ric
David Rees	Kaw
250 NOV. DIV. III	
Eric Strommer	CZ
Tom Warfolk	Yam
Bill Hosford	Bul
250 NOV. DIV. IV	
Jerry Renner	Yam
W. F. Hisey	Yam
Frank Eggars	Yam
250 AM	
Jamey Blunt	Oss
Dennis Creason	Bul
John Harmello	Yam
250 EX	
Gary Caldwell	Bul
Mike Myers	Yam
Mike Cannon	Bul
350 NOV.	
Sid Whitson	Kaw
Ron Foster	Bul
Pete Guthrel	Kaw
500 NOV.	
Taylor Sisco	Mai
Eddie Hudson	Bul
Rick Bair	Yam
650 NOV.	
Bryan Dalton	BSA
Ralph Hendricks	Tri
Rod Bowsman	Tri

No. 830	
Ralph Hendricks	Tri
Rod Bowsman	Tri
AM. MOTO	
George Gillespie	Yam
Neil Winston	Tri
Boyd Mason	H-D
EX. MOTO	
Glen Brunson	Ric
Sandy Armstrong	Tri
Gary Caldwell	Ric
MINI BIKE A	
Dwayne Pertit	
Steve Sisco	
Slade Long	
MINI BIKE B	
Steve Rigg	
Mike Jacobs	
Dan Kelley	
MINI BIKE C	
Diane Peterson	
Robert Friese	
Dave Jones	
MINI BIKE D	
Rick Hart	
Eric Jones	
Debbie MacGregor	
MINI BIKE E	
Rick Hart	

SCRAMBLES Monroe, Wash. March 7, 1971 By Linda Fleming

A MAIN 250cc EX "A"	
Randy Skiver	Hon
Steve Baker	Yam
Duane Hendrickson	Mai
250cc EX B MAIN	
Mike Welland	Mai
Hugh Fleming	Bul

125cc EX A MAIN	
Steve Baker	Yam
Todd Dearing	Hod
Darrel Hendrickson	Kaw
125cc EX B MAIN	
Duane Hendrickson	Mai
Kaler Kanistanaux	Kaw
MINI - A	
Mickey Dunlap	
OVER - MINI	
Mike Thompson	

TT RACES Dehesa Race Park Dehesa, Cal. March 7, 1971

POWDER PUFF

Pam Bales	Ric
Vickie Conley	Kaw
Kathy Lee	Yam
125 EXPERT	
Jim Brockman	Kaw
Rob Morrison	Kaw
Lori Fuller	Kaw
125 AMATEUR	
Mark Peters	Bul
Dave Blair	Yam
David Nash	Kaw
100cc NOVICE	
Tom Anson	Kaw
Pat Guthrie	Hod
Doug Cassaway	Suz
125cc NOVICE	
Marcus Phares	Yam
Jack Alford	Yam
John Hargrove	Yam
250 NOVICE	
Steven Glende	Oss
Robert Merickle	Mai
Gary Gilmore	Bul
250 AMATEUR	
Mike Stephenson	CZ
Gary Cordero	Oss
Bob Shurley	Oss
250 EXPERT	
Larry Collie	Kaw
John Swinko	Bul
Jim Brockman	Kaw
OPEN NOVICE	
Gary Pendleton	Tri
Bob Streimikes	Mat
Gene Sickels	Hus
OPEN EXPERT	
Myron Carter	Hus
Richard Ribley	BSA
Rick Williams	Bul

HRA TT Huntington Beach, Cal. March 14, 1971

100 NOVICE	
Gary Johnson	Kaw
Steve Okuda	Kaw
Chris Morland	Hod
125 NOVICE	
Steve Young	Yam
Gary Johnson	Kaw
Don Chambers	Yam
250 NOVICE	
Tony Herrera	Bul
Gary Brugh	Yam
Paul Kastriodes	Bul
OPEN NOV. MOTO	
Ted Mainu	Tri
Joe Herrera	Bul
John Odenbaugh	Tri
SPECIAL EX.	
Danny Hockie	Oss
Dan White	Bul
Tom White	Bul
100 EX.	
Dennis Briggs	Kaw
Doug Westly	Kaw
GARY Johnson	Kaw
125 EX.	
Earl Roloff (T)	Yam
Dennis Briggs (T)	Kaw
Robert Butt	Yam
250 EX	
Dan White	Bul
Danny Hockie	Oss
Carrol Heigh	Bul
OPEN EX	
Ron Kruseman	Tri
Brian McMillan	Yam
Willie Hockie	Tri

ACA MOTOCROSS Saddleback Park March 14, 1971 By Larry Huffman

100cc JR.	
Dale Walter	Sac
Stephen Morford	Suz
Rusty Bostelman	Hon
100cc INTER.	
Mark Tyer	Kaw
125cc JR.	
Wen Beckwith	Sac
Ron Di Donato	Mon
Gero. Burchfiel	Bul
125cc INTER.	
Ross Maeda	Bul
Bruce McDougal	Yam
John Townsend	Bul
125cc SR.	
Don Emler	Ric
Bob Brooks	Yam
250cc JR.	
Leonard Mellgren	CZ
Bob Merrick	CZ
Tom Gross	CZ
250cc INTER.	
Richard Foshay	Mai
Morris Malone	AJS
Frank Rowe	Oss
250cc SR.	
Jim O'Neal	Ric
500cc JR.	
Lynn LeSage	Hus
Tom Buck	Hus
Dennis Burkman	CZ
500cc INTER	
Gary Stokes	AJS
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Marines On Motorcycles

CAMP BUTLER, OKINAWA — Zooming through narrow, mud infested trails rimmed with tangling elephant grass is a world in itself. Such a domain is inhabited by numerous Marines cyclists exploring the rugged twilight realities of Okinawa land.

Marine Corporal Mike Rodgers, is a typical cyclist searching for new roads, trails, beaches and hills to conquer.

Motorcycling has become a major past time and sport for many Leathernecks. Why is motorcycling popular on Okinawa? "It gives me a sense of freedom," remarked Cpl. Rodgers, citing one of many reasons Marines turn to biking for entertainment.

"Traveling throughout Okinawa is cool," added the Corporal, "and you can go places where a car can't, enjoying the closeness of the country-side."

Biking in rugged country can be hazardous and wearing on motorcycles according to Cpl. Rodgers. "I check my scrambler at various times because to prevent injuries, save money and keep my bike longer, it has to operate properly."



Chivvis Regal In Vegas Moto

LAS VEGAS, NEV., March 7, 1971

— The day started out with a very surprising total entry of 125 riders. Due to the fact that many riders from this area went to Elsinore G.P. to watch or compete, a small turnout was expected.

The course was located by the Apex Dry lake. It was mostly a sandy terrain which made the course a very demanding one. Another unique feature was the fact that the course was set up in a clover leaf design which made for very good spectator viewing.

The first event started promptly at 11. The early lead went to Jack Chivvis who was riding a Sachs. He was followed close by Jack Johnson riding a Honda 125 for two laps until the Honda broke down which put Chuck Rush in second, riding a Yamaha, followed closely by Casey Folks on a

new Suzuki 125.

The 126-250 class got off at 12:15. Don Ross was penalized a minute at the start for taking two practice laps. This did not seem to stop him because at the second lap he was in first overall position which he held for an easy win. George Antill took second followed close by Dutch Cunningham. It seems top "Gold" goes to the California riders in this event.

The open class got off to a good start at 1:30. Kim Wolfe jumped into the lead and was a good 10 seconds ahead of the rest of the pack at the halfway point then he lost his fire. Tom Scales then took over to take an easy overall win in this division. He was then followed by Don Hartle, second, and Bob Miklusi third.

(Results on page 30)

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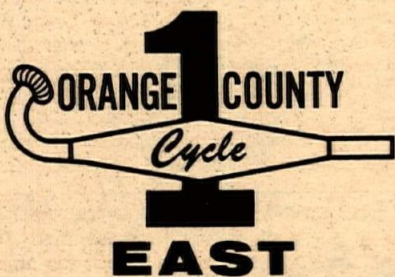
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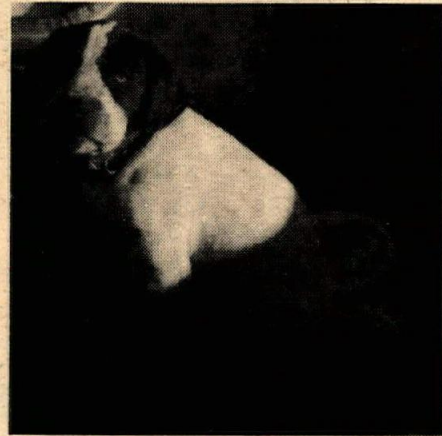
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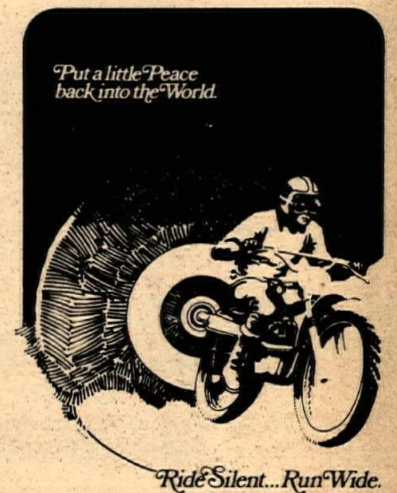
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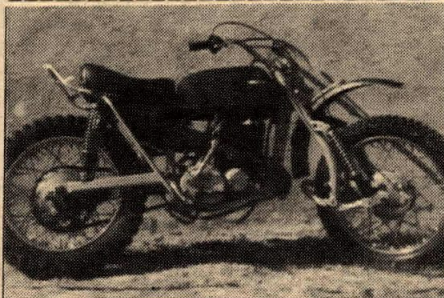
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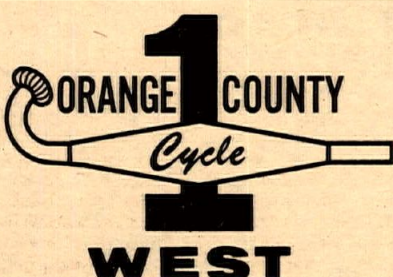
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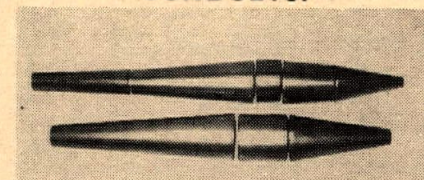
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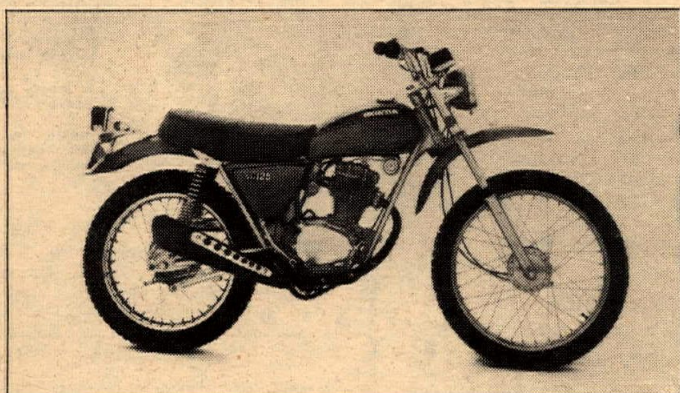
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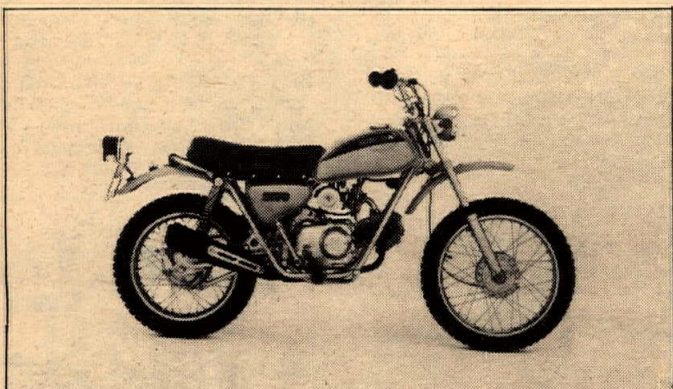
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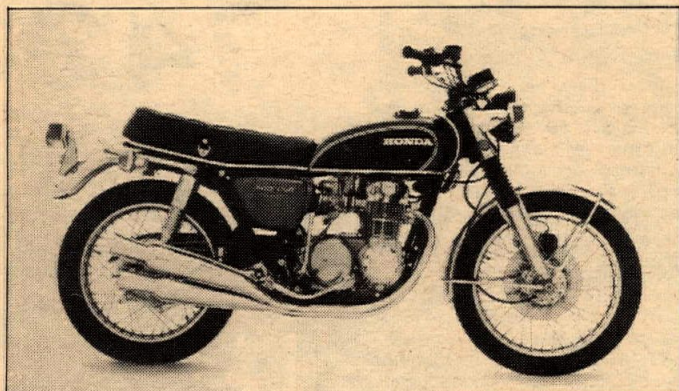
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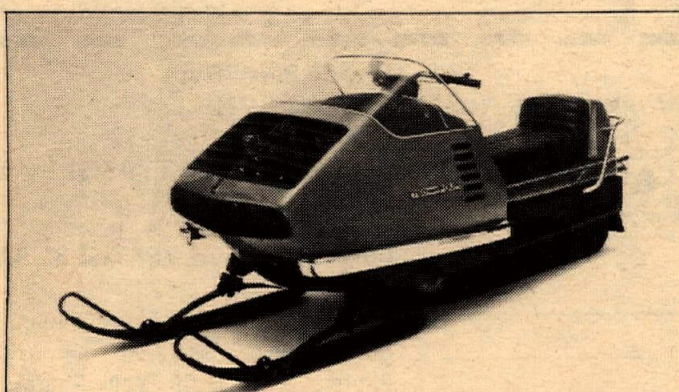
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